1858

Fortin, Pierre.

Annual report re fisheries in the
Gulf of St. Lawrence, season of 1857.

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ANNUAL REPORT

OF

PIERRE FORTIN, ESQUIRE, MAGISTRATE,

IN COMMAND OF THE EXPEDITION FOR THE

PROTECTION OF THE FISHERIES

IN THE GULF OF THE ST. LAWRENCE,

DURING THE SEASON OF 1857.

Printed by Order of the Legislative Assembly.

TORONTO:

JOHN LOVELL, PRINTER, CORNER OF YONGE AND MELINDA STREETS.

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Vol. 2

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R E T U R N

TO AN ADDRESS of the Legislative Assembly, dated 19th instant, for a copy of the Report of Pierre Fortin, Esquire, Stipendiary Magistrate, in command of the schooner "La Canadienne," during the summer of 1857.

(By order,)

T. J. J. LORANGER,

Secretary.

Office of the Provincial Secretary,
Toronto, 21st April, 1858.

A N N U A L R E P O R T.

Notwithstanding my most strenuous efforts to proceed to the Gulf of St. Lawrence with the Government schooner "La Canadienne," immediately on the opening of the navigation, in obedience to the instructions which I had received, I was unable to leave Quebec before 7th May.

In the first place, unfavorable weather had prevented the contractor, Mr. Davy, from executing the needful repairs ordered by the Government as early as I wished, and afterwards, when I was prepared to sail, adverse winds detained me in the roadstead at Quebec. However, thanks to the good sailing of "La Canadienne," and her excellent qualities as a sea-boat, I succeeded in reaching the Magdalen Islands on the 14th, having put in at Malbaie (below) and Percé.

I thus arrived at the Magdalen Islands one week earlier than last year.

At Malbaie I met Mr. Lavergne, Mayor, and two Councillors of the Municipality of Fox River, who requested me to proceed immediately to Fox River, where some disturbances had taken place arising out of municipal matters. Especially, they required my assistance and that of the constabulary force under my command, on the 1st of June, being the day of the meeting of the municipal Council, for the protection of the Councillors, who were threatened with ill-usage if they sat and passed by-laws.

I had the honor to transmit to the Government in June last, Mr. Lavergne's letter, in which he and others made a requisition for my services at Fox River, with reference to the disturbances at that place.

I told Mr. Lavergne that he might rely on my readiness to proceed as soon as possible to the place where my presence was required, and that in any case I would be at Fox River on the 1st of June.

On arriving at the Bay of Plaisance (Magdalen Islands), I communicated with Mr. John J. Fox, the Collector of the Port of Amherst, to whom, as on former occasions, I tendered my assistance and that of the hands under my orders, with the use of a boat when required.

As soon as the weather was favorable, I unshipped a large boat with a shifting iron keel, which I had had built at Quebec, for the service of the Custom House at the Magdalen Islands. This craft, the want of which had been long felt in this remote place, will enable Mr. Fox, or his assistants, to move at any time during the season of navigation, from Amherst Harbor to House Harbor, to proceed to any point in the islands, or even to make a tour of them if necessary.

I was informed that there had not been a single wreck in the waters of the Magdalen Islands since my departure last year.

The winter had not been as severe as usual, and at no time had there been so small an amount of suffering among the fishermen.

This circumstance must, no doubt, be imputed partly to the fact that the different fisheries on the coast of the Magdalen Islands had been successful in 1856, but it must also be due to the fact that the fishermen applying themselves more than formerly to agriculture, have by this means rendered their situation less precarious than it was, when solely depending on their occupation as fishermen. Last year, the crops of wheat, barley, oats, and vegetables were so good that many of the people had, in these articles, ample means of subsistence for the winter.

When I arrived at Amherst in the Spring, the fishermen had not bought from the storekeepers fifty barrels of flour. At the same date, in former times, hundreds of barrels had been purchased by them. It is, in my opinion, a fact worth mentioning, that at Amherst Island there were ground, in a mill, built chiefly through the efforts and influence of the Rev. Mr. Bouchault, the missionary there, more than 5,000 minots of different kinds of grain, harvested in 1856, besides what was ground on the other islands in hand mills. The changes brought about in this part of Canada may be better appreciated when I state that on my first voyage to the Magdalen islands in 1852, a few hundred bushels of grain only were harvested, and that even this the inhabitants had to carry to Prince Edward's Island to be ground, 20 leagues off.

The schooners which had left House Harbor and Amherst Harbor for the seal fishery on the ice, had returned a short time before with tolerably good cargoes. They had not lost a single individual of their crews, nor had any of their vessels suffered the least damage in that dangerous pursuit. The success of the fishery had slightly exceeded that of 1856. In that season twenty-one schooners captured 4,923 seals, while in 1857 nineteen schooners brought back the spoils of nearly 6,000.

The reason why no more than nineteen schooners were engaged in the seal fishery in the present year, while in 1856 there were twenty-one, is that nine of the vessels which visited the ice-floes last year, afterwards perished at Green Island, on the coast of Labrador, in a voyage to the cod-fishery, as mentioned in my report of last year, and that notwithstanding all the efforts made by the fishermen they could not be replaced with new ones in a single season. There are, however, several schooners on the stocks at Grindstone Island, and elsewhere, and I believe that the fleet to be sent to the seal fishery next year will be more numerous than ever.

I must not omit to state that, on 24th March, large ice fields, driven by the N. and N. W., wind, had grounded on the coast over against l'Etang du Nord, the

western point of Amherst Island and the Basin, and that about 4,000 seals, nearly all young, were killed there in four or five days. But this successful hunt had not passed without an accident, and the consequent loss of two men belonging to l'Etang du Nord, who had ventured too far on the ice-field, and been unable to return before the land wind carried the ice out to sea, and thus cut off all communication with the land.

The herring-fishery had commenced about a week at House Harbor and Amherst Harbor. On the 13th, one draught of the seine in Ryan Creek, Grindstone Island, had brought in about 300 barrels of herring of good quality. There were at Amherst Harbor, nearly a hundred schooners engaged in this fishery in the Bay of Plaisance, with nets and seines. On the 12th a large quantity of herring had been taken in Shea Creek, and on the 15th a haul was made with two seines, the result of which was not less than 400 barrels of fish each.

From the commencement of the fishing, the herring had swarmed in the Bay of Plaisance, to a degree never exceeded in the recollection of the fishermen. The beach was in many places covered with the spawn of the female fish, and the water to a distance of several arpents from the shore was whitened by the melt of the males.

The most experienced fishermen at Amherst Harbor gave me the following account of the course taken by the shoals frequenting the waters of the Magdalen Islands: They first enter the Bay of Plaisance, which by its great width and capacious entrance seems to have been made expressly to intercept the numerous shoals of fish which, impelled by the strongest of all animal interests, that of reproducing their kind, leave the depths of the ocean for the Gulf of St. Lawrence in search of a place suitable for the deposit and hatching of their spawn. They next move towards House Harbor, and then towards the Grand Entry. Lastly, they make the tour of the island, and show themselves successively at le Moulin, L'Anse à la Cabane, and L'Etang du Nord. Schooners which have arrived too late in Amherst Harbour for the fishery in the Bay of Plaisance have frequently proceeded to the Grand Entry, and succeeded in taking, in a few days, full cargoes of excellent herrings.

On the 16th, I received the following letter, in answer to the offer which I had made to the Mayor of the Municipality, of my services to assist him in enforcing the by-laws passed by the Council.

“ OFFICE MUNICIPAL COUNCIL,

“ Magdalen Islands, 16th May, 1857.

“ SIR,—The Municipal Council of the Magdalen Islands, with much satisfaction, welcomes your return to these Islands, at a period so much earlier in the season than usual, and accepts with thanks your offer to place at its disposal the force under your command, to assist in carrying out the laws for the regulation of the Fisheries, and affording us that protection so much required at this time, with a fleet numbering upwards of 100 sail of fishing vessels in our harbors, and whose crews amount to as many as 600 men of all characters.

“ I am, sir,

“ Your most obedient servant,

“ (Signed)

JOHN J. FOX,

“ Mayor.

“ Pierre Fortin, Esquire, J. P.,

“ Commanding ‘ La Canadienne,’

“ Pleasant Bay, Magdalen Islands.”

My duties, from my arrival at the Magdalen Islands till my departure for the Bay of Chaleurs, on the 21st, consisted in visiting Amherst Harbor every day, in proceeding to the different fishing grounds, where the seines were drawn, and in watching over the observance of the by-laws, and the maintenance of public order.

On the 16th I placed my long-boat at Mr. Fox's orders, and he sent it, with Mr. McCormick, the custom-house officer on the station, to visit all the vessels in the port of Amherst Harbor. They all had regular papers except two, which were in port, and just ready to sail. The captains of these proceeded to the Custom House, when notified to do so.

On the same day ten schooners sailed with full cargoes of herring. In the afternoon Captain McKinnon, of the steamer Reindeer, of Babington, hauled his seine near Les Demoiselles, and took herring enough to fill 1000 barrels. The seine used on this occasion was 110 fathoms in length, by $8\frac{1}{2}$ in depth. The wings were 60 fathoms each.

The same captain informed me that he had, a few days previously, enclosed in the same seine more than 2000 barrels of herring, of which more than 500 barrels had been landed; that afterwards a gale having sprung up from seaward, he had been compelled to take up his seine on account of the heavy sea which came tumbling in, and threatened to tear it in pieces on the rocks. On the following day, the sea being calm, the fishermen hauled up at the spot where the seine had been drawn, at the depth of a fathom, between 200 and 300 barrels of herring, which had been killed by the extreme pressure of the wings of the seine, and had remained at the bottom.

These instances will serve to shew in what abundance the herring frequents the Magdalen Islands, and the immense extent to which the fishery might be carried on, if a greater number of Canadians engaged in the pursuit. It is true, the herring, taken at the season mentioned, is not in the finest condition, and is even lean; but it is in good order for smoking; and that is the kind of cured herring which keeps best in hot climates.

It has frequently been asserted that the herring fishery ought not to be carried on at the Magdalen Islands in the spring, because at that season the fish resort thither to accomplish the important function of reproducing their kind, by spawning on those parts of the coast which have shallow water and are sheltered from the seaward, and because, being disturbed in the performance of this duty, they will ultimately abandon the coasts of those Islands, and our fishermen will be deprived of a great source of wealth. But the persons who maintain this theory are no doubt ignorant of the fact that the shoals of herring appear on the coast of the Magdalen Islands, only in the spawning season, and that if the opportunity of catching them be neglected at that period no other will be found throughout the season. In short, Providence has decreed that these fish should multiply in such astonishing numbers [more than 7,000,000 of eggs having been counted in a single female herring] that it is almost impossible to effect any perceptible diminution of them at the Magdalen Islands, even if 50,000 to 100,000 barrels were taken yearly; provided, however, that the entrance of the bay of Plaisance be not obstructed with nets, a pernicious practice which formerly prevailed, but which I have prevented since my visits to the Magdalen Islands, during the spring fishery, commenced.

On the 20th, the captain of a schooner at anchor in Amherst Harbour, came on board to make a complaint against the master of the schooner, Mary Jane, of Digby, who, in quitting the bay, passed unnecessarily over one of his nets and tore it so as to render it useless.

I despatched the second officer of "La Canadienne" on board the "Mary Jane," which was under sail, to desire the Captain, Benjamin Winchester, to anchor and come on board. This he immediately did, and agreed to pay the value of the net which he had torn, without further proceeding being necessary.

As the herring fishery in the Bay of Plaisance was nearly over, and only a small number of fishing vessels remained in Amherst Harbour, I resolved to proceed to the Bay of Chaleurs to repair the damage suffered by "La Canadienne" on the morning of the 12th May, between the Magdalen Islands and the Island of Cape Breton, during a heavy gale from the North-west; as, if the work of repairing her were quickly despatched, I might hope to return to the Magdalen Islands in time for the mackerel fishery, after my visit on 1st June to Fox River.

Accordingly I gave orders to sail the next day.

On the 21st, the anchor was apeak at 4 a. m., and after a run with light winds from the E. and S. E. we came to an anchor on the 22nd, at 7 p. m., at New Carlisle, the County Town of Bonaventure.

I immediately communicated with the public officers and the principal inhabitants of the place, and proceeded to Paspebiac, distant from New Carlisle only four miles, to make arrangements with the agent of the house of Robins & Co., for the necessary repairs to "La Canadienne."

On the 23rd, "La Canadienne" was moored at Paspebiac, and Mr. Lebrun, the master-builder belonging to the house of Robins & Co., came on board to examine the bowsprit, which he found to be partly sprung a few feet from the knight-heads, and accordingly condemned. He took steps to replace it with a heavier stick, and also to put in another jib-boom, in place of that carried away by the same sea which had damaged the bowsprit.

I next visited the fishing establishments of Paspebiac, and set off for Carleton to tender my services to Mr. J. N. Verge, Crown timber agent for that part of Canada, in case the persons who had cut timber on the Government lands should refuse to conform to the requirements of the law relating to lumbering operations.

On the 24th, I arrived at Carleton, and saw Mr. Verge, who informed me that he had to settle accounts with several persons who had carried on lumbering on the public lands adjacent to the Rivers Restigouche and Nouvelle, but that he did not anticipate any difficulty in collecting the duties, as such persons, hearing of my arrival, would know how easily Mr. Verge could, in case of need, call in my assistance, to seize the timber on which the duty had not been paid.

I also met the principal inhabitants of the place, and heard with pleasure that the fishery just concluded in the Bay of Traguidigache had been generally good, and that all was quiet on the coast.

In the afternoon we weighed anchor, and arrived at Paspebiac in the evening of the 25th.

In the morning of the 26th, the carpenters commenced their work of putting in a new bowsprit. Mr. Lebrun also had a new jib-boom made, while the chief mate prepared the necessary ropes for the rigging of the two spars.

The work was pushed on, with the hope that I might reach Fox River with the schooner on the 1st June. I found occupation in visiting the different fishing establishments in the place, and in seeing the fishermen, in order to obtain all important information relative to the fisheries.

As I have stated in my former reports, the most important houses in the fish trade, those of Robin and Co., and of LeBoutillier and Brothers, are at Paspebiac.

The house of Robin and Co., have also a fishing establishment at Grand River, and another at the creek S.W. from Percé, besides others on the coasts of New Brunswick and the island of Cape Breton.

The house of LeBoutillier and Brothers own an establishment on the island of Bonaventure, opposite Percé, and others at Wood Island and Forteau, in the Straits of Belleisle. The last named is not in Canada. The business done by these two houses is considerable, amounting probably to \$200,000; that of Le Boutillier and Brothers to \$150,000. The men in their employ are numbered by

hundreds. Each establishment is composed of half a score large buildings, timber built, and in good order, serving to store goods, cordage, fishing tackle, provisions and cured fish, the last mentioned article awaiting shipment to a foreign market.

Nothing can exceed the order, cleanliness, and economy prevailing in these establishments. The different clerks employed in the fish trade, are accordingly required to serve an apprenticeship of several years. Every chief agent has had charge for a long time of some small establishment, in which he must have given proofs of activity and capacity; and all the chief clerks must, in a subordinate office, have acquired a correct judgment of the value of goods and of the quality of fish. They must likewise be skilled in all the several processes used in preparing the cod-fish for market.

The masters of vessels are both fishermen and captains of traders on their voyages. In the summer, while their ships are awaiting their cargoes, they command squads of the men on shore, who are engaged in preparing the fish. These remarks on the trading houses of Paspebiac are generally applicable to all the fishing establishments on the coast of Canada. The latter are however, except those of Mr. John LeBoutillier, on a much smaller scale.

I stated in my last year's report the direction in which the fish cured at Paspebiac is exported. It is therefore unnecessary to enlarge on that subject at present, but at the close of this report I shall append a statement of the quantity of fish exported from Paspebiac and from the whole coast of the bay of Chaleurs as compared with what was exported last year.

On 28th May, Mr. LeBrun, the master-carpenter, informed me that he could not complete the repairs of "La Canadienne" in time to enable me to proceed in her to Fox River by 1st June.

I then resolved to set out for that place in my boat with six of my best seamen, hoping for favorable weather and a fair wind, so as to be able to arrive on or before 1st June; but we had scarcely embarked when it began to rain. On the following days, strong contrary winds retarded our progress. However, thanks to the good will and strong arms of my six oarsmen, I arrived at Gaspé Basin on 31st May in the evening, having made 95 miles, nearly all along a dangerous coast.

The next day, I crossed the bay and landed at Penouille, from whence having laid up my boat in safety, I set out with my men and reached l'Anse aux Griffons on the St. Lawrence in three hours, travelling over the new road made by Mr. John LeBoutillier for the government.

Had it not been for this road, which is most useful, as opening a communication between the settlements below, from *le Grand Etang* to *Cap des Rosiers* and Gaspé Basin, the only good harbour on all the south shore, and also the central point, at which are the custom house and very important trading establishments, I should have been obliged to double Gaspé Cape at sea, which would have lengthened my journey by thirty miles. Even to do that, I must have had a calm or a land-wind, as, with the Cape on my lee, I never could have doubled the Cape, on account of the heavy surf there. From l'Anse aux Griffons, I proceeded in a whale boat to Fox River, where I arrived on 1st June at 5 p.m.

I announced my arrival to the mayor of the municipality. Mr. Lavergne and the council met, and held their meeting during half an hour without the least interruption or hostile demonstration against any of the councillors.

Mr. Lavergne next made a requisition on me for armed assistance to execute a warrant issued against one Francœur, on whom one had been previously served without effect, the defendant having, with the aid of some other persons, openly resisted the bailiff, and even ill-treated him.

I sent one of my sailors armed, with the constable of the place, who had charge to execute the warrant, and now Mr. Francœur did not offer to make the least resistance, and was brought before the mayor. The trial proceeded, and the defendant was condemned to pay a fine of five pounds, or in default of payment to fifteen days' imprisonment.

There were thirty persons present in the justice-room, but the good order of the court was not interrupted for one instant. That same evening Mr. Francœur paid the Clerk of the Court the fine.

I had afterwards the pleasure of meeting several of the principal inhabitants of the place, who informed me that they were very glad of the result of my visit to Fox River, and that they hoped it would have the effect of preventing the recurrence of such disorders as that which had taken place.

In taking leave of Mr. Lavergne, and the other notables of the place, I told them that I should make them several visits, during the season, with "*La Canadienne*," and that in case of any disturbance occurring at Fox River or the neighbouring villages, they had only to give me notice, and I would proceed at once to the place where my presence might be required.

The next day I went to Gaspé Basin, which place I left on the 3rd. I put in at la Grande Grève, at Point St. Pierre, at Percé, and at all the intermediate stations, and arrived at Paspébiac in the evening of the 5th.

I found the repairs on board well advanced, and was told that I might hope to set sail on the next day. Thus, while the schooner was, of necessity, detained in port, I travelled 120 miles along the coast, and accomplished a mission which, from its results, may be called important.

The disorderly and agitated state of the Village of Fox River, previous to my visit, and the want of an armed force for their protection, are shewn by the letter which M. Lavergne and the other councillors addressed to me. I am fortunate in being able to show, that my presence in the place was the means of restoring order and tranquillity for the remainder of the season, and that in my subsequent visits the authorities had nothing to complain of.

It may be thought that I exaggerate the effect of my visit to Fox River a little; but persons who have had opportunities of seeing riots in country places, know the impression which the presence of a few disciplined men produce on a crowd, when they are resolute and acting under authority. Moreover, the parties who might have been disposed to offer resistance to the law were well aware that I might come back in a few days with "*La Canadienne*," and that their resistance would not be possible.

During this journey I visited, as I observed above, all the fishing stations on the coast from Paspébiac to Fox River: Port Daniel, Pabos, Grand River, L'Anse du Cap, L'Anse au Beau Fils, Percé, Point St. Pierre, Gaspé Basin and L'Anse aux Griffons.

I saw the proprietors of the principal fishing establishments, and a great many of the fishermen on that coast of the Gulf.

The cod-fishing which was just commencing, promised generally to be successful.

At Point St. Pierre, the boats had taken from eight or ten quintals of fish daily. Bait was plentiful.

In several of the villages, the fishermen were preparing to start for the north shore cod-fishery, at Natashquan, Magpie Bay, Shelldrake, the Seven Islands, and other places of minor importance, where the cod is more plentiful than on the south shore.

But if the fish is more easily taken in those waters, the fishermen are, on the other hand, obliged to incur greater expense in their outfit, in order to carry on

their fishing operations, than when they practise their calling on the coast before their own doors. Still, when they have the means of procuring a suitable outfit it is certainly more advantageous for a certain number to go to the north shore, as it is comparatively but little frequented.

On the 7th we left the roadstead of Paspebiac, and on the morning of the 9th came to anchor in the Bay of Plaisance, opposite to Amherst Island.

The mackerel fishery had commenced, in the Bay of Plaisance, on 1st June, a week earlier than usual; but the fish had not yet appeared in great numbers.

Twenty-five schooners were in Amherst Harbour, twenty of which were engaged in the mackerel fishery. The number of vessels so engaged last year was about sixty. This was a considerable falling off, but the fishery had been so unproductive, in 1856, that most of the masters of vessels, which usually resorted to the Magdalen Islands, had preferred going at once to the coast of Labrador, to engage in the cod-fishery, rather than attempting the mackerel fishery in the Bay of Plaisance. I tendered my services to the members of the municipality, to enforce the by-laws of the fishery. These were in general well enough observed, with the exception of that which prohibited the laying of nets in certain parts of the bay, and that because the By-law was not very clear in that particular.

On 16th June, almost all the foreign fishermen had taken up their nets; our own were preparing to do the same, for the fish did not appear in the bay in large quantities. As my presence was not so much required at Amherst, I proceeded to visit Grosse Isle, Isle Bryon, and Grosse Isle aux Oiseaux.

Grosse Isle, the northern point of which forms the north cape of the Magdalen group, is inhabited by people of English origin, engaged in agriculture, and occasionally in fishing. South of this island, is the Grand Entry, forming a thoroughly sheltered harbor, capable of containing from one hundred to two hundred vessels drawing no more than ten feet water. Unfortunately it is difficult of access; and its distance from Amherst Island, and the Island at House Harbor, where the principal business of the Island is transacted, prevents it from being much frequented.

Opposite the Grand Entry, on the south, and near to North Cape in Grosse Isle, there is excellent ground for cod-fishing. Bryon Island, which is four miles long and one wide, is at present inhabited by only three families. The soil is good, and easy to cultivate, but the shores are difficult to land on.

There is not, in its whole circumference, a creek or bay sheltered from all winds. Fishing schooners do, however, anchor there frequently in summer, in four or five fathoms water, taking care to get under the lee of the Island.

The banks around Isle Bryon are an excellent fishing ground for cod. On visiting the Island, I found fifteen schooners belonging to Arichat and Cheticoup engaged in the cod fishery. The fish is usually abundant there, but the fishermen told me that this year the fishery was less productive than in former years, on account of the scarcity of bait.

On landing at Isle Bryon, having been informed by Mr. White that some fishermen, whose vessels lay near the Island, had robbed him of some pieces of iron and other articles, I took with me a person named Paul Chenel, who was able to identify the stolen articles, and went on board every schooner in sight; but, notwithstanding the most careful search, could discover nothing to make known the thief or thieves. We heard, however, that a schooner, which had been engaged in fishing near Isle Bryon, had sailed for Cheticoup two days before with only half a cargo, and that the Captain was strongly suspected of having committed the thefts complained of.

As my course lay near the Bird Islands, I availed myself of the opportunity to visit, with Admiral Coffin and his son, the largest of them, on which I believe the Government intend to build a light-house. There is no landing, except on the south side, where it can be approached in a dead calm. It is about 140 feet in

height, 233 paces in length, and 150 in breadth. It is very difficult to ascend, and still more difficult to descend, on account of its steepness.

It is very certain that a light-house on this island would be of the greatest use to ships frequenting the Gulf of St. Lawrence, particularly to those coming in on the voyage to Quebec, on the coast of Gaspé, or in the Bay of Chaleurs. Near the light-house there should also be a gun of heavy calibre, to be fired in foggy weather every half hour, to warn ships of the dangerous neighbourhood. The light-house to be built on Great Bird Island needs not, in Admiral Coffin's opinion, be carried higher than 25 feet.

On the 20th, I returned to Amherst harbor, where I heard that in my absence the captain of a schooner from the Gut of Canso had committed an assault and battery on the person of Mr. Alexander Connor; that a warrant had been issued, but that the defendant could not be brought into court to answer the charge. Mr. A. Painchaud, who had received Mr. Connor's complaint, informed me that the constable charged with the execution of the warrant not having been able to secure a sufficient force, had not ventured to effect the arrest of the defendant, as he apprehended resistance. That the accused party, having heard of my arrival at Amherst harbor, had gone off in the night to Entry Island. I immediately took the warrant and gave orders to make sail. We coasted round Entry Island, but there was no vessel. We saw a schooner to leeward of us bearing south, which the pilot said he took to be the vessel of the captain we were in pursuit of. We set all sail, but unluckily found, after a chase of several hours, that it was a fishing vessel belonging to the Magdalen Islands. Finding that it was useless to go further, I gave orders to return to Amherst harbor, where we arrived on the following day, the 21st.

On the 22nd, having visited the harbor, and seen that all was in good order, I gave orders to make sail for the coast of Labrador. At 11 a. m. the anchor was apeak, and we left the bay of Plaisance with a fair breeze from the S.W. On the 23rd and 24th the wind shifted to the S., and on the 25th, in the evening, having run down the western coast of Newfoundland, the mountains of which were still covered with snow, we came to an anchor in l'Anse aux Blancs Sablons.

On the 26th we shifted our berth to the upper part of the bay, and I proceeded to visit the fishing establishments there.

Mr. Martin Parent had planted his sealing nets very early in the spring, as the Straits of Belleisle were free from ice at an unusual period. He had already caught 200 seals, the blubber of which yields a fine oil, and their skin sells for from \$4 to \$8.

The cod had appeared in scanty numbers near the coast a month before my arrival (unusually early), but the capelan and louçon, two small kinds of fish preyed on by the cod, and used by the fishermen for baiting their lines, were very scarce. The fishermen could procure them only in small quantities, and that only by undertaking long coasting voyages, frequently without success. Accordingly they had been able to visit the fishing grounds only four or five times, from the commencement of the season.

At the establishment of Messrs. Le Boutillier and Brothers, on l'Isle à Bois, no more than 250 quintals of cod had been taken; at Mr. De Guiteville's only 300; and at Mr. Le Brocq's, 150. But the season had not yet come when the codfish resorts in large quantities to the shores of the Straits of Belleisle.

There were as yet only nine vessels at l'Anse aux Blancs Sablons.

I was told that the preceding winter had been very mild on the coast of Labrador; and that none of those heavy snow-storms had occurred, which compel the people of those inclement climates to keep within doors during several successive days.

The Straits of Belleisle had been so little obstructed with the ice, that vessels might have passed through at the beginning of March. This was very different

from the year before, when the navigation of the Straits was not free before the middle of June.

According to information which I obtained from the oldest inhabitants of the place, the Straits of Belleisle are never accessible during the winter season to the ordinary vessels used in commerce.

Vessels from Newfoundland, fitted out expressly for the seal-fishing, are alone able to penetrate during the month of March, to capture these animals on the floating ice.

It is generally not until the month of June, that European vessels are able to pass without an accident. But from the month of June till the month of December, inclusive, the passage is open. A few pieces of ice, either floating or are fixed, sometimes met with, but they are of inconsiderable size and may be easily avoided by taking care.

And if, besides the light-houses already erected and those which it is proposed by the Government to erect on the coast of Newfoundland, guns of large calibre were placed on Green Island and on some other equally dangerous points on the coast, to be fired every quarter of an hour or every half hour, during the thick fogs which are so frequent in these latitudes, from their invariably accompanying the south-east, south, and sometimes the south-west winds, ships passing through these straits would have nothing to fear.

I would insist on having cannon used near the light-houses, because, when the weather is foggy, the lights of the latter cannot be seen, even at the distance of a few acres. It is only when the atmosphere is free from mist, that their light can be seen in such a manner as to be of service to the navigator.

On the 27th June, we anchored in Bradore Harbor.

The seal-fishery had begun there at the same time as at L'Anse aux Blancs Sablons.

Mr. Randall Jones, in his expeditions, had already captured 450 of these animals, of which 97 were taken in a single day.

On the day of my arrival there were 20 schooners in Bradore Harbor, and others were arriving every day.

On the 4th of July, when I made a general visit to Bradore Bay, there were—

- 5 Fishing schooners from the Magdalen Islands.
- 10 do do from Prince Edward's Island.
- 11 do do from Nova Scotia.
- 6 do do from the United States.
- 1 Brigantine from Nova Scotia.
- 1 do from the United States.

Cod had appeared in Bradore Bay about the same time as on the coast opposite L'Anse aux Blancs Sablons, and the capelan was very scarce.

The crews of the vessels anchored in the Bay generally took the cod with a line; some, however, used nets, two or three of which were really codfish seines, and the others mackerel or herring seines.

The inhabitants residing there permanently complained of these latter being used; for they say that these seines with small meshes cause a useless destruction of fish, since a great quantity of the cod taken in them is too small to be cured, and is consequently lost; whilst with the true codfish seines, which have meshes proportioned to the size of the fish to be taken, the cod which is fit for the market is alone taken, the small escaping through the large meshes in the bunt of the net.

I would therefore suggest that a clause should be added to the fishery Act, to regulate the taking of fish in nets on the Canadian coast.

I passed the time which I spent in Bradore Bay, that is ten days, in visiting the fishing grounds of that place, and I made it my duty to afford to the per-

sons permanently engaged in the seal fishery there, the protection which they have long called for.

I prevented foreigners, and even our own fishermen, from disturbing them in their operations, and from unnecessarily going with their vessels to the entrance or into the middle of their fishing grounds, and frightening away the flocks of seals which were on their way to the interior of the nets laid for them.

Mr. Jones' sons were enabled to carry on their employment without any molestation, and, when I left Bradore, they told me they were satisfied that the presence of "La Canadienne" in Bradore Bay had enabled them to capture over 200 seals more than they would have done, if foreign fishermen had been permitted to disturb them as in previous years.

The same may be said of other proprietors of seal-fishing grounds on the coast of Labrador, who have also recognised the efficacy of the service to which "La Canadienne" is devoted.

Whilst the sloop was anchored in Bradore Bay, I one day took advantage of the fine weather to make an excursion into the interior of the country. I landed at the head of the Bay, and directed my steps towards the largest of the three mountains, called the Paps of Labrador, situated about ten miles from the coast.

It was with great difficulty that I got even so far as that.

The country is completely cut up by ravines, small lakes, brooks and marshes, which make the route extremely difficult, if not quite impassable in summer.

It is only during the winter that the inhabitants of the coast are able to go into the interior, which they do on snow shoes or in sleighs, to which are harnessed five or six powerful dogs, known as Esquimaux dogs, to hunt cariboo and ptarmigan, which are usually found there in great numbers.

The part of Labrador which I saw is quite unfit for agriculture, and I am assured that the rest of the country is similar to the parts which I visited.

It is nothing but a succession of ranges of living rock and sandy plains covered with a little of different kinds of moss and lichens. In the bottom of the ravines alone can we find any vegetable soil, and there in so thin a layer, that the stunted pines and dwarf white birch can hardly take root in it.

Near the rivers we find fir, white birch, and a few tamarack trees of a certain size, but everywhere else there is nothing but the living rock covered with moss. There is neither tree nor shrub. I know of no place which has so desolate an appearance.

On the 5th July, the wind being favorable, I gave orders to start for the western part of the coast of Labrador.

A thick fog prevented me from visiting Salmon Bay, and the harbour of Good Hope, where I was told there were a dozen vessels engaged in fishing for cod.

On the 7th, I landed in the Bay of Kegashka, where seven families of fishermen have settled, and on the 8th I visited the harbour of little Natashquan, where there were twenty-four sloops at anchor, of which nine were from the coast of Gaspé and the Magdalen Islands.

A fortnight previous to my arrival, there had been as many as thirty-five fishing smacks at Natashquan.

The cod had begun to appear in these grounds about 1st June. It was abundant. The vessels had already on board each from 230 to 450 quintals of cod. An American vessel of 110 tons had 660 quintals on board.

The fishing was excellent; not so good as the preceding year, but better than ordinary.

There are at present thirteen families permanently settled on the coast near the harbour. They are engaged in the cod, and also in the seal fishery, which has been very profitable to many of them this year.

Mr. Hypolite Vignault, one of the inhabitants residing at Natashquan, left the harbour on the 22nd April, in his sloop of about 50 tons burden, with a crew of seven men ; and the same day, within sight of Natashquan point, he captured 120 seals. On the following days he succeeded in penetrating to the centre of the field ice, and took 480 more. He returned to port at the end of a week, the produce of his fishing being worth five or six hundred pounds.

At the same time a brigantine of 120 tons, which came from St. John, Newfoundland, through the Straits of Belleisle, obtained, only a few miles from Mr. Vignault, but in a more favorable place, nearly three thousand of these animals. This vessel was better equipped than the Canadian one, and carried a crew of thirty men.

A voyage so protracted and full of danger as that made by this vessel from Newfoundland shows well what a spirit of enterprise animates the traders and outfitters of that island, especially those of St. John, from which port they send out every year nearly 300 vessels to fish for seals in the Atlantic, the Straits of Belleisle, and in the Gulf of St. Lawrence as far as our coast.

It is greatly to be wished that our outfitters would take into consideration the working of this source of riches, which, it is true, fails sometimes, but more frequently yields enormous profits, as I showed in my report of last year. Our vessels on the coast of Gaspé, which lie idle during the winter, would be very fit for these expeditions. It would however be necessary to guard the outside with plates of iron at the water line, to prevent their being cut through by the ice. I hope these remarks will have the effect of drawing the attention of our shipowners to the profits they might realise, if following the example of the outfitters of Newfoundland they devoted themselves in a proper manner to seal-hunting on the floating ice in the Gulf of St. Lawrence.

Before leaving Natashquan, I took care to ascertain that the fishery laws were observed, especially that part which forbids the throwing of the offal of fish and other filth into the water near the fishing grounds.

I was told that some time previous, several fishermen had been guilty of disregarding this clause of the Fishery Act, which is intended to preserve the fishing grounds ; but being warned that I should shortly arrive they had ceased from this practice, so injurious to the fisheries.

But none of these fishermen were there, for had they been, I should have instituted proceedings against them.

On the 9th, in the morning, I arrived at the port of Mingan, where I remained until the 13th.

The crew were engaged in taking in a supply of water and wood.

There were at Mingan nearly 100 families of Indians of the Montagnais tribe, who had encamped near the trading post of the Hudson's Bay Company. They were occupied at the time in attending the religious exercises of a mission composed of the Reverend Jesuit Fathers M. Arnault and M. Babel, and intended subsequently to prepare themselves to set out for the interior to hunt and fish.

These Indians had not been fortunate in their hunting last year. Very few of them, I was told, brought back furs enough to repay the advances made to them by the Hudson Bay Company.

But it was not only the Mingan Indians who had suffered from the scarcity of animals yielding furs on the coast of Labrador ; those of Natashquan had done no better, and all the inhabitants residing on the north shore of the Gulf of St. Lawrence, from the Seven Islands to L'Anse aux Blancs Sablons who are engaged in hunting the fur-bearing animals, had not realised a fifth part of the profits of the previous year. Foxes especially, of which a great number had been taken in the winter of 1855-56, had been extremely scarce.

On the 13th I visited the River St. John.

The salmon fishery was over at the mouth of the river. There remained but one person fishing at the foot of the rapids.

The fish had not been abundant.

The salmon had begun to ascend the River St. John about the 1st of June.

The following is the number and position of the fishing grounds on the River St. John.

On the Eastern Bank.

1st Fishing Ground.—Situated about four acres from the eastern point of the mouth of the river, and belonging to the Hudson's Bay Company.

2nd Fishing Ground.—Situated about four acres higher than the preceding, and belonging to James McLeod.

3rd Fishing Ground.—Situated four miles higher, and belonging to John Ross.

4th Fishing Ground.—Situated nine miles from the mouth of the river, and belonging to the Hudson's Bay Company.

5th Fishing Ground.—Situated at the foot of the rapids, eighteen miles beyond the preceding, and also belonging to the Hudson's Bay Company.

On the Western Bank.

1st Fishing Ground.—Situated at the western point of the mouth of the river, and occupied by Girard Brothers, of Malbaie.

2nd Fishing Ground.—Situated some acres from the preceding, and belonging to the Hudson's Bay Company.

3rd Fishing Ground.—Situated six acres from the western point, and belonging to the Hudson's Bay Company.

I was unable to obtain the exact amount produced by all these fisheries. However, according to Mr. James McLeod, who had fished there himself, not more than 100 barrels of salmon are taken, both in the grounds worked by the Hudson's Bay Company and in the others.

Up to that time no one had violated any clause of the Fishery Act, relative to the protection of salmon.

Before leaving the River St. John, I gave one of the fishermen there a copy of the Fishery Act, and recommended them to observe it strictly, as on that depends the preservation of salmon and many other descriptions of equally important fish, in our rivers and upon our coasts.

That night I went on board an American schooner fishing on a shoal outside Magpie Bay, and showed the captain the Fishery Act. I pointed out to him the clause forbidding, under a heavy penalty, the throwing of offal into the fishing grounds.

Thereupon he told me that it was unnecessary to forbid him to do that, for having fished for several years on the banks of Newfoundland, and being well aware of the pernicious effect resulting from the habit of befouling the fishing grounds, he was accustomed to keep the cod offal on his deck until he could go and deposit it at a distance from the fishing banks, in a place where it could do no injury.

Indeed, I saw in a box made for the purpose, on his deck, the offal and heads of cod fish, evidently the product of several days' fishing.

It is greatly to be wished that all fishermen understood, as well as the one of whom I have just spoken, the importance of conforming to a law, intended for the preservation of a source of wealth yielding the means of subsistence to millions of families; for notwithstanding all my efforts, and those of

several magistrates and owners of fishing-grounds, there are to be found, even among our own fishermen, unscrupulous men who find opportunities of breaking the law without being discovered.

I then gave orders to steer for the south shore of the St. Lawrence, and on the 15th, landed at Grand Etang, where Mr. Lesperance gave me the following information concerning the fisheries carried on at that part of the coast of Gaspé.

The cod had appeared at the usual season, that is to say, about the middle of May.

The capelan, the bait most attractive to the cod, had not yet approached the coast in great abundance with the exception of one day. The fishermen had up to that time used herring to bait their lines, but they could not obtain these latter fish in sufficient quantity.

The fishing smack which had succeeded best had taken 70 quintals of cod, the others 25 to 50 each.

Mr. Lesperance this year employed 18 vessels, and 40 men.

Last year he exported, on his own account, to the markets of Spain and Italy, more than 3000 quintals of dried cod, which sold extremely well.

All was quiet on the coast.

No foreign fishing vessels had yet made their appearance.

On the 16th, I visited the settlements of Great Fox River and L'Anse aux Griffons. The cod at these two places was in fair quantity but the bait was very scarce.

Public order had not been disturbed at Fox River, since my last visit on the 1st June.

On the morning of the 17th, we anchored in Gaspé basin.

At this anchorage, there were only five vessels, of which two were European brigantines, laden with salt, merchandise, and fishing tackle, and three schooners belonging to Gaspé outfitters.

Mr. Belleau, Collector of Customs of the Port of Gaspé, to whom I offered my services, in case he should require assistance in the execution of his duty, either to transport him to any part of the coast where his presence might be required, or to aid his coast guard in seizing articles fraudulently introduced into the country, informed me that the fishing was about the ordinary average in the bay of Gaspé. The fish was tolerably plentiful, but the bait was very scarce.

No foreign vessels had yet appeared in the port of Gaspé.

I weighed anchor on the morning of the 20th, and in the afternoon landed at Point St. Pierre. There, as at all other points along the coast which I had just visited, the produce of the cod fishery was not very great, on account of the difficulty of procuring bait. But the season was not yet very far advanced, and there were hopes that it would improve as it advanced.

Messrs. Collas and Fauvel, both proprietors of fishing establishments, told me that all was in perfect order at Point St. Pierre, and also at Malbaie.

In the evening I went to Percé.

At Percé, and especially at the Island of Bonaventure, the fishing was a little more favorable than at any of the stations which I have visited since leaving the northern shore; but it was far from yielding the same favorable results as last year, when at the same date, the vessels had taken a-third more fish. This was owing, as everywhere else, to the scarcity of bait.

At Beaufile Cove and Cape Cove, the fishing had not been more productive.

However, I was told that, for some days past, the vessels which had gone to the bank had had some good fishing.

Mackerel had begun to appear outside of Bonaventure Island.

Foreign vessels had begun to arrive.

On the 21st, at 5 p. m., we took our departure. At 7 p. m. we landed at Grande Rivière.

The same remarks which I made concerning the cod fishery at Percé, in the Bay of Gaspé and elsewhere, are applicable to this part of the coast, where the bait is likewise very scarce.

The Rev. Mr. Desjardins, Curé of the parish of Grande Rivière, told me that as Chairman of the School Commissioners of that District, he thought he should have need of my assistance to carry out the law, as many persons had shown an intention to resist it.

I made answer to Mr. Desjardins at once, that I should be ready to go to Grande Rivière, whenever my presence might be required.

I returned on board at 9 p. m.

The wind, which was east, increased during the night, until it blew a perfect gale. The sea was too high for me to think of landing at Paspebiac. I gave orders for continuing our course further within the Bay of Chaleurs, and on the next day, the 22nd, we anchored in the Roadstead at Carleton.

I had the pleasure of meeting the principal inhabitants of this place. I satisfied myself that my presence for a longer time was unnecessary, and then left for the River Ristigouche.

At 2 p. m., I landed at the Mission.

There Mr. Fraser, the Collector of Customs at New Carlisle, and Mr. Busteed, Justice of the Peace, were expecting my arrival. They requested me to go with sufficient force to the Court House at Cross Point, to give assistance to the local magistrates, who were assembled there, to decide two cases which caused much excitement among the inhabitants of that part of the County of Bonaventure.

Nearly sixty persons were present at the deliberations of the Court; and there was great apprehension of serious disturbance, if judgment was given against the individual sued. The latter and several of his friends, I was told, declared that they would not submit to the decision of the Court, should it be unfavorable to them.

Under these circumstances I considered it my duty to assure the sitting magistrates of my active co-operation; and I placed at their disposal all the constabulary force under my command.

I informed the crowd that I should remain in the Ristigouche River, until the cases in question were decided upon, and the judgment of the Court had been carried out according to law.

The Magistrates continued sitting until night, when, not having come to any decision, the Court was adjourned until the next day.

On the 23rd the Court sat a part of the day, and in the afternoon judgment was rendered in favor of the prosecutor, Mr. Fraser, who had acted in these cases in his official capacity, as Inspector of the public revenue.

According to Mr. Fraser and several magistrates at Cross Point, my arrival at the Mission had been most opportune, for without the presence of "La Canadienne" in the neighborhood of the place where the Court was sitting, there would probably have been some disturbance, and attempts would have been made by intimidating the Justices of the Peace, to prevent them giving judgment as they did.

Several most respectable inhabitants of New Brunswick, amongst whom were a member of parliament and a Justice of the Peace, whom I had the pleasure of receiving on board, expressed their satisfaction at the happy results which had followed my visit among them. For if disturbances had occurred at Cross Point or at any other place on the bank of the river, they would not have failed to spread to the population of the other shore, which is only separated from that of Canada by a few acres.

The salmon fishery in the river Ristigouche had been over for a week.

On the Canadian, as well as the New Brunswick side, it had not been very productive. At many of the fishery stations but one-seventh of the yield of last year had been taken, and in others one-fifth.

In another part of this Report I shall give a statement of the stations for salmon fishing on the Canadian bank of the Ristigouche river, with the amount of fish taken this year.

On the 26th, the wind, which had hitherto continued east and had consequently prevented us from descending the river (for at this point the river is too narrow to permit of tacking), turned to the west, and the anchor was weighed in the afternoon.

Opposite Battery Point we encountered three ships at anchor, loading with pine plank from the saw mill built last year on the Canadian bank by Messrs. Travers and Company.

On the morning of the 27th I landed at Carleton, where I saw the Crown Timber agent, who told me that the persons upon whom he had claims for cutting wood on the Crown Lands had paid, and that he was therefore not in need of my services.

As the wind continued favorable for leaving the Bay, I went on board at 8 a.m., and reached New Carlisle at 5 p.m.

I saw the public officers of this place, and satisfied myself that all was quiet.

On the 28th I visited Paspebiac, when I was told that there, as everywhere on the coast of Gaspé, the cod-fishing had not been very good, on account of the scarcity of bait.

There were in the road seven ships, belonging to two commercial houses, C. Robin & Co. and LeBoutillier and Brother.

I was informed that on the 22nd, eighteen United States schooners, engaged in the cod fishery on the Miseau bank, had come for shelter to the Paspebiac road, during the storm which raged in the night of the 21st and 22nd. They had on board several fishermen from the shores of New Brunswick whom they had picked up from their boats, already half filled with water and ready to sink.

The captains of the vessels reported that this storm had been one of the most violent ever experienced in those latitudes. The sea ran so high near the coast that a great number of vessels, returning from the banks, had been swamped in attempting to make the land. It was calculated that nearly sixty fishermen of Caraquette, Shippagan, Trocadie, and Poemouche had perished.

On our coast, several vessels had been lost, but we had to deplore the loss of but one fisherman.

Towards night we weighed anchor and shaped our course for Percé, where we arrived next day at 6 a.m. There the storm had done no damage.

The cod fishing had not much improved. The wind continuing to blow from the west, we left for the Magdalen Islands. South of Bonaventure Island, we fell in with two American schooners; they were engaged with some success in mackerel fishing; and to the south of Amherst Island, we met fifteen other schooners belonging to the same nation, similarly engaged, but with little success.

We anchored in the bay of Plaisance during the night of the 30th.

There were only five schooners in the harbor of Amherst.

The cod fishing at the Basin and at *l'Etang du Nord* was most successful. The fishermen belonging to the island had commenced taking mackerel with the line in the bay of Plaisance; some of them took as many as three hundred per day.

On 1st August, I received the following letter from Mr. Fox, the collector at the port of Amherst:

“Custom House, Amherst, 1st August, 1857.

“SIR,—I have received information that an American vessel has unlawfully landed goods on this coast and that she is at present at the Etang du Nord, I request that you will assist me with “*La Canadienne*” and the force under your command in seizing the said vessel and bringing the offender to justice, as the state of the weather just now would not admit of going there in a boat.

I have the honor to be, Sir, Yours, &c.,

P. Fortin, Esquire,
Gov. Sch. “*La Canadienne*.”

JOHN J. FOX.

I immediately placed "La Canadienne" and my men at Mr. Fox's disposal. We weighed anchor and made sail for the Etang du Nord, having on board the Custom House officer of the port, Mr. McCormick, in place of Mr. Fox, who was detained at his office by press of business. At 4 p.m. we anchored in the Etang du Nord.

I at once put Mr. McCormick on board the United States schooner suspected of smuggling, and I received the register and other papers of the vessel, in order to hand them to Mr. Fox in compliance with that gentleman's request.

Mr. McCormick took charge of the vessel in order to take her to Amherst; the master, whose name is Kelly, had landed goods, but he stated that in doing so he was ignorant of the laws of the country, and that he was perfectly willing to submit to them in all things.

In rounding the western point, we fell in with nineteen schooners at anchor under Amherst Island: nine belonging to the United States, the rest to Nova Scotia. Off the Etang du Nord we counted forty-one others, more than one half Americans; the remainder were from the Gut of Canso and Cape Breton.

Two-thirds of the vessels were engaged in the mackerel fishery, and the remainder in the cod fishery, which was not very good on the banks outside.

The mackerel fishery had not been carried on with much success by the majority of the vessels engaged in it. As a general rule, it was not so good as last year. The foreign fishermen had done nothing of which the inhabitants of this part of the coast of the Magdalen Islands could complain.

On the morning of the 3rd of August, I entered Amherst harbour and delivered the papers belonging to Kelly's vessel to Mr. Fox, who was highly pleased with the manner in which Mr. McCormick's instructions had been carried out.

On the 4th I, visited House Harbor, which I found nearly deserted, all the vessels belonging to the port being engaged in the mackerel fishery on the Labrador coast.

The fishermen belonging to the Grindstone and Allright Islands carry on the mackerel fishery in the Bay of Plaisance, near House Harbor, with some success. The fish are, however, small, and can be sold only as No. 2.

On the 5th August, finding on enquiry that Kelly the trader, had gone to Amherst and submitted to the collector's orders, I ordered sail to be made. We passed to the eastward of the Magdalen Islands.

Between Allright and Entry Islands we fell in with a fleet of forty American schooners engaged in the mackerel fishery. The fish did not appear to be very abundant. North of Grosse Isle we met 20 more vessels of the same nation, and equipped for the same fishery.

Several of those vessels were exceedingly beautiful, being built on entirely new models with the best possible material, and seemed to be very fast sailers. Some of them were nearly one hundred tons burden, and carried from fifteen to eighteen men.

The expenses connected with fitting out vessels for the mackerel fishery and maintaining them are very great, and great activity and perseverance are required on the part of the crew, in order to render the expedition profitable to the owners.

In the afternoon of the 7th, we anchored in the roadway of Percé. We had head winds during the passage.

The fishing on this coast had begun to improve; the boats brought in from three to six quintals of codfish each evening.

There were no foreign vessels in the roadstead nor in the vicinity.

On the 8th, I sailed in order to visit the fishing stations on the south shore of the St. Lawrence. In the afternoon of the same day, I landed at l'Anse aux Griffons on Fox River.

A gale from the northwest obliged us to come to an anchor at l'Anse aux Griffons on the morning of the 9th. We sailed on the following day.

On the 11th, I visited the establishment at Grand Etang; and on the 11th I proceeded to Grande Vallée, at which place there are some highly important fishing establishments, of which I here give a list with the number of boats employed by each:—

1.	Fishing station of Germain Dionne.....	6 boats.
2.	“ “ Messie Fournier.....	2 “
3.	“ “ François Joncas.....	8 “
4.	“ “ Thomas Couture.....	3 “
5.	“ “ Joseph Fournier	3 “
6.	“ “ Fabien Bonneau.....	2 “
7.	“ “ Charles Clavet.....	4 “
8.	“ “ Widow Etienne Fournier.....	2 “
9.	“ “ J. B. Caron.....	1 “
10.	“ “ Pierre Mainville	1 “

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32 “

Besides the above, there are two boats belonging to resident families.

I was informed that the Grande Vallée boats bring in from 100 to 160 quintals of codfish every year besides herring, mackerel, and a few barrels of halibut.

The resident inhabitants, numbering about forty persons, are to some extent engaged in agriculture.

The soil at Grande Vallée is not very rich, but can easily be improved, as large quantities of sea weed, which makes an excellent manure, can be had.

L'Anse de la Grande Vallée, where the fishing establishments are, is about three-fourths of a mile in width, and is situated in the seigniori of the same name, which belongs to Colonel McCumming, of England.

The Grande Vallée fishermen sell their dry cod fish to the Gaspé merchants, by whom it is sent to the European markets. The green fish is sent to Quebec and Montreal.

On the same day I proceeded to the Magdalen River which falls into the St. Lawrence, about 10 miles above Grande Vallée.

There are fourteen families settled on the banks of this river, who own four fish fishing establishments and twelve boats.

Magdalen River is said to be a good fishing station. There is almost always an abundance of fish. However, there have been a few complaints this year about the scarcity of cod-fish.

Herring and mackerel are found on this part of the coast.

The Americans were in the habit of going there in large numbers a few years ago, to fish for mackerel with seines and with the line; but for the last two years they must have found better fishing elsewhere, as they have not appeared on the Magdalen coast.

Only one American vessel, the “Gazelle,” Captain Baker, went there this year. I visited her in order to see that she had no goods on board.

There are some excellent lands on the banks of the Magdalen river, and the inhabitants carry on farming with some success. They carry their grain to be ground at Mont Louis, situated six leagues higher up, where there is a good mill.

On the 13th, I reached Mont Louis Bay; it is about two miles wide and one deep. A river flows in at the foot of this magnificent bay, and at high tide there are ten feet of water on the sand bar at its entrance. Above the bar, even at low water, the river is deep enough to float a vessel drawing twelve feet of water.

There are twenty-four families at Mont Louis; they support themselves nearly

altogether by fishing and farming, but there are only three families devoted exclusively to the latter.

In this place there are seven cod-fishing establishments, and I here give the names of the proprietors together with the number of boats and men employed in each.

Proprietors.	Number of boats.	Number of fishermen employed.
1. Jos. Th. Fournier.....	5	14
2. Jacques Gadbout.....	2	6
3. Louis Laflamme.....	2	6
4. Michel Laflamme, père.....	2	6
5. Michel Laflamme, fils.....	3	10
6. Michel Poitras.....	2	6
7. Charles Lemieux.....	1	3
	19	51

In addition to the above, there are six more boats belonging to farmers, who go fishing after sowing time.

These boats take each on an average 120 quintals of cod fish.

About 30 barrels of trout are taken annually in the *rivière de l'Anse pleureuse*, a few miles east of Mont Louis, and in the Mont Louis river about ten barrels more.

The trout taken at Mont Louis are large; they measured from 8 to 15 inches in length, and weigh from two to six pounds.

I had the pleasure of meeting the missionary priest belonging to Ste. Anne des Monts, and I am indebted to him for a great deal of very valuable and interesting information in relation to the establishments at Mont Louis.

From what he states I would infer that there is sufficient good land along the banks of the Mont Louis river, and within a short distance of the sea, to produce food for one hundred families.

The sea weed which is to be found in abundance along the coast, would furnish excellent manure.

The land is nearly as rich on the hills, and on the sides of the mountains, as it is in the plains below.

Timber of all kinds is abundant along the upper part of the river. Maple, ash, tamarack, elm, pine, and many other kinds of wood are to be found there, and can be brought down the river to the sea without difficulty.

Mont Louis valley is about five miles in width, and is sheltered by high mountains from the cold north and north-west winds, so that the climate is milder than that of the north shore of the St. Lawrence in the vicinity of Quebec. One of the inhabitants of the valley, a person named Lapointe, who devotes more of his time to farming than any of the others, told me that he frequently does his ploughing in April, when the country about Quebec is still covered with snow.

The crops which I saw were nearly ripe and apparently in excellent condition.

Mont Louis bay was one of the first fishing stations established by the French on the St. Lawrence. The establishments which they founded must have been very extensive, as the ruins of several buildings, showing the extensive scale on which their works were carried on, are still to be seen.

Among other evidences of this fact, are the ruins of a brick aqueduct, which was evidently constructed for the purpose of supplying the fishing establishments with pure spring water from a mountain in the vicinity.

The French fishing establishments at Mont Louis were completely destroyed a few years before the country was ceded to Great Britain, by an expedition detached from the fleet which was proceeding to the attack on Quebec; the vessels

engaged in the expedition were under the command of Captain Cook, the same who afterwards attained celebrity as a great navigator.

Mont Louis was then abandoned, and remained so until new establishments were commenced there, within the last thirty years.

The present population of Mont Louis is composed of persons from the parishes below Quebec.

I remained in Mont Louis bay nearly the whole day.

On the morning of the 15th, we anchored in the roadstead of Ste. Anne des Monts.

I visited Mr. John Le Boutillier's establishment and was informed by his agent, Capt. Dugas, that from 1,500 to 2,000 quintals of dry cod fish are annually prepared by him for the Mediterranean markets.

At the upper end of the roadstead is the entrance to the Ste. Anne des Monts River, in which schooners of 40 or 50 tons can find shelter in all winds.

The inhabitants of Ste. Anne des Monts came originally from the parishes below Quebec; they are scattered along the coast to a distance of four miles on both sides of the river. They number about 200 families, and support themselves by cultivating the land and fishing. They go fishing as soon as the sowing season is over and carry on the fishing until harvest time. After harvest they take the fish called the fall or *arrière saison* codfish, which is sent to Quebec.

The river Ste. Anne, a stream of considerable length, was formerly well stocked with fish; but for some years back the quantity has greatly diminished; the annual take of salmon at present, is not more than 20 or 30 barrels. This great falling off can only be attributed to the injurious practice on the part of some of the inhabitants of going 20 and even 30 miles up the river to kill the salmon in the deep creeks in spawning time.

I have every reason to hope that the Act which has been passed this year for the protection of the fisheries, will be the means of preventing the unlawful destruction of this noble fish, both in the river just mentioned and in the *Cap de Chatte* river, which is near the former; particularly as I have been informed by M. Rousseau and several other respectable parties, among the rest Messrs. Sasseville and Dugas, that the people of their localities are determined to make every effort to carry out the law.

There had been no infraction of the law as yet, this year. But it was thought that a number of persons were preparing to go up the river in order to engage in salmon fishing, in defiance of the prohibition. I told the magistrate of the place that if he required any assistance from me in carrying out the law for the protection of the fisheries, I should proceed to Ste. Anne at once to help him.

I must state in conclusion that Ste. Anne des Monts is a flourishing settlement and is rapidly increasing in wealth and population. It will in a few years compare favourably with any of the central parishes of Canada.

The inhabitants of Ste. Anne des Monts have themselves made a good road to *Cap de Chatte*, and as soon as means of communication are opened between the latter place and the Matane establishments, Ste. Anne des Monts will be within four days' journey of Quebec, summer and winter.

At noon I returned on board, and we weighed anchor. We steered for the bay of Seven Islands. The wind was fair and blowing hard and not too much sea. We made thirteen knots an hour during the first four hours, and we should have reached the anchorage at the bay of Seven Islands at half-past four o'clock, if the wind had not moderated. Notwithstanding the lull, we came to anchor off the Hudson's Bay Company's establishment at 6 p.m.

The steamer Victoria, having on board the honorable the Chief Commissioner of Public Works, with Mr. Page, and the master and several officers of the Trinity house at Quebec, also anchored in the bay at about 8 p.m.

The Commissioner of Public Works and the engineer were visiting the different light-houses on the river and gulf of St. Lawrence, and that of Belleisle.

On the 16th, I visited the point on the east side of the bay, formerly the site of extensive fishing establishments belonging to the French, which were abandoned at the time of the conquest.

Between the point and the island we saw an American schooner engaged in fishing for mackerel. There were also five other schooners (four American and one from Nova Scotia) which had been in the bay of Seven Islands for some weeks, engaged in the same fishery. They all used the seine.

The mackerel were somewhat plentiful. From 100 to 150 barrels had in several instances been taken in one draught of the seine.

Mr. Clarence Hamilton, who owns a fishing establishment in the bay, had during the previous week taken 150 barrels of very fine mackerel with a seine which was by far too short. The fish were so plentiful on that occasion, that Mr. Hamilton could have taken from four to five hundred barrels with a seine one hundred and twenty fathoms in length and deep in proportion. Unfortunately opportunities of the kind are of rare occurrence, and I have been told by masters of vessels engaged in the mackerel fishing, that they had cruised for weeks and even for months, without making one successful haul of the seine.

Since last year there have been six cod-fishing establishments commenced at the Seven Islands. The principal one belongs to Mr. Hamilton, who employs fourteen boats and thirty-six men.

The cod fishery had not been successful since the spring, at the bay of Seven Islands, notwithstanding the favourable reports with regard to that place, which had led the fishermen to expect good success there. In place of going into the bay and approaching the shore as usual, in pursuit of the herring and capelan, the fish had remained on the banks outside, and the fishermen were obliged to go out there to carry on the fishing.

It was, however, expected that the fall fishing would be good.

On the 17th and 18th, I was occupied in arranging a difficulty which had arisen between Mr. Comeau, the agent in charge of the Hudson's Bay Company's trading post, and Mr. Clarence Hamilton.

Mr. Comeau complained that Mr. Hamilton had encroached on the land belonging to the Company in building his fishing establishment; on the other hand, Mr. Hamilton urged that he had done nothing but what was authorized by the Fishery Act in taking possession of the land, as he required it for the purpose of carrying on his fishing operations, and as the Hudson's Bay Company did not occupy it, and never had occupied it, though they had partly fenced it in.

Under such circumstances I thought it better to advise both parties to arrange the matter in an amicable manner, by dividing the disputed land equally between them. I felt the more inclined to advise this course, from being convinced that the portion of ground and of the beach which each party would receive, would amply suffice for the requirements of their respective establishments.

My proposal was accepted. I measured the land myself, stakes were planted, and both parties declared themselves perfectly satisfied.

I was also occupied at the same time, in the matter of a complaint lodged by Mr. Stuart, the Hudson's Bay Company's sub-agent at Seven Islands, against Alexandre Arseneault and Jean B. Duchesne, charging them with having maliciously killed a horse belonging to the Company.

I took Mr. Stuart's deposition and issued warrants to have the accused arrested and brought before me. But although my men instituted a very active search, they only caught Duchesne.

I examined the prisoner, who was accused of having killed, or assisted to kill

the horse in question. I took the evidence of a Montagnais Indian named Pierre Petarhoo, who was the only witness as to the fact; and, the accusation not being sustained, I gave Duchesne his liberty.

On the 18th, my men made another attempt to find Alexandre Arsenault: they searched the woods in the vicinity of the fishing establishments thoroughly, but without success. I afterwards learned that he had fled to Moisie river, and thence to the coast of Gaspé.

Having nothing further to do at Seven Islands, I gave orders to make sail, and at 4 p. m. I landed at Moisie River.

The Moisie River is one of the largest rivers on the north shore, it is at least a mile in width at the mouth, and becomes still wider as you ascend. The entrance is obstructed by shifting sand banks, but vessels drawing nine feet can cross the bar and find shelter inside in any wind. It is said to take its source from the ridges midway between the Hudson's Bay Coast and the Gulf of St. Lawrence.

It pours an immense body of water into the sea. The bed of the river is formed of sand.

The Moisie River is one of the best rivers for fishing, among all those on the north coast. Although the present year has been a bad year for salmon fishing on the north shore as well as on the south, yet there have been barrels of fish taken by the different parties who had laid their nets.

I give below the names of the proprietors of stationary fisheries on the Moisie River, in operation during the present year.

On the East Side.

1st Fishery,	Messrs. Tetu and Chisholm.
2nd "	Mr. Davison.
3rd "	Mr. Charles Mercier.

On the West Side.

The Hudson's Bay Company have all the fisheries.

The crews of several vessels which happened to be in the river during the whole time when the salmon were going up, laid their nets at different points along the stream, but did not meet with great success.

In the River Moisie, fishing begins about the beginning of June, and ends with the month of July.

On the 1st August, which is the time appointed by law for closing the fisheries, the nets had all been removed from the river.

On the Moisie River, the practice of killing the salmon in the creeks and other places where they go to spawn, does not seem to prevail.

The Hudson's Bay Company had disposed of a salmon to an American house belonging to Portland and, by order of the parties purchasing, it was cut up while yet fresh, into pieces weighing about one or two pounds each, which were made up in tin boxes and carefully soldered.

I sailed in the evening for the eastern part of the coast, and landed on the 19th at Shelldrake River.

The number of fishing establishments at Shelldrake was the same as last year, but there were not so many fishermen employed. The fish had not been so plentiful as it was in 1856.

I was informed that, during the high tides last fall, the strong winds which prevailed from the south-west had repeatedly forced the water over the sand bar on which the houses, scaffoldings and salting benches, belonging to the fishermen, are situated, and that a large amount of damage was thereby sustained.

I was informed by Mr. Philippe Touzel, one of the fishermen residing at Shelldrake, that wishing to establish a fishing station on Thunder River, he had gone there a few weeks before, for the purpose of taking possession of an unoccupied part of

the beach, and that after he had begun preparing the ground for the erection of the necessary buildings, three persons named respectively Ennis, William Grath, and Briant, approached him uttering threats, and stating that they would not allow him to set up an establishment in that place.

He also told me that the same parties had repeatedly attacked a man, whom he had left there to carry on the work, necessary for the erection of his establishment, so that he was obliged to leave the place and return to Shelldrake.

Mr. Touzel asked to be protected in holding possession of the vacant spot which he had selected, and that the parties who had, without provocation, ill-treated his servant, should be punished.

Taking Mr. Touzel and his servant Beaudoin on board, I sailed for Thunder River. On arriving, I proceeded to the place where I expected to find Ennis, McGrath and Briant. I went to their establishments, but the men were not to be found. I was informed that, having been made aware of my approach, they had absconded, and concealed themselves in the neighbouring woods. I then visited the spot which Touzel had taken possession of, and found that it was vacant, and that there was nothing to indicate that it had ever been occupied.

I then told Touzel that as a British subject, he had a right to take possession of ground sufficient for carrying on his fishing operations, and to hold the same as his property, subject to the condition of not allowing it to remain unoccupied during twelve consecutive months.

I also told him, if he were again molested, to write to me at Percé, and that on receiving his complaint I should return to Thunder River as soon as possible.

I then visited seven schooners, which were at anchor in the river. Four of them were from the Gaspé coast, the others were : the schooner "Lady," 57 tons, Philibert Bergeron, master, from the Parish des Eboulements, with a crew of six men, and carrying three fishing-boats ; the "Primrose," from Malbaie, (above), Hubert Pilote, master, five men and two boats ; and the "Primrose," also from Malbaie, (above) Xavier Boily, master, carrying five men and two boats.

These vessels were all successfully engaged in the cod-fishery.

The master of one of the Gaspé vessels had a few days before, taken 180 barrels of mackerel at a single haul of the seine, at the mouth of the river. This was the only instance in which the fish had appeared in such large numbers near the coast.

The masters of the vessels from Malbaie (above) and the Eboulements, told me that this was their first trial of cod-fishing in the Gulf. They said that they were satisfied with the result.

I urged them strongly to return next year, but to come better prepared, and provided with a larger number of men and boats. I told them that they would be well repaid for their efforts, provided they carried on their fishing operations with judgment, and above all, with perseverance.

It is to be hoped that the example given by the schooners from Malbaie and the Eboulements, will be followed by many others from the Parishes, both on the north and south sides of the rivers ; and that our Quebec ship-owners will at last understand the importance of the vast resources which Canada possesses in the Lower St. Lawrence and in the Gulf, hitherto developed by foreigners, who find them a source of great profit.

I give below a list of the establishments on Thunder River :

On the East side.

	Boats.
No. 1. John Howell's establishment	4
" 2. Stephen Wells "	2
" 3. James Cummings' "	2

On the West side.

"	4. Lawrence Kennedy's establishment.....	3
"	5. John Le Rhé "	2
		13

There are forty men employed in these establishments, which have been only three years in existence.

I entered Magpie bay at half-past three o'clock, and there visited several fishing stations belonging to fishermen from Bonaventure. Cod fishing had been more successful in this place than at any part of the North shore which I had lately visited. Here also I was obliged to settle a dispute which had arisen, regarding the possession of a fishing ground.

At Rambler's Cove, which is situated half a mile to the west of Magpie Bay, the fishermen had taken large quantities of fish.

In the evening we sailed for the Coast of Gaspé.

On the 20th, in the afternoon, I landed at l'Anse aux Griffons.

On the 21st, I visited the establishments at *Cap des Rosiers*, and on the following day I proceeded to Gaspé basin, where I remained till the 24th.

I visited as usual the vessels in port. All was quiet.

I received from Mr. John Eden the weights and measures which are used as the Government standard, in order to take them to the Magdalen Islands, where the storekeepers' weights and measures had never been tested and stamped by a public officer. I then set sail, after taking on board Mr. Matthew Ryan, the inspector of customs for Lower Canada, who went to the Magdalen Islands for the purpose of inspecting the port of Amherst.

On the 25th we touched at Percé, and on the 26th we anchored in the bay of Plaisance.

The fisheries were very successful at the Magdalen Islands.

Mackerel was abundant in the Bay of Plaisance, and cod was sufficiently plentiful on the banks in the vicinity of the Etang du Nord, of the Anse à la Cabane, and of the Basin, to give the fishermen a good daily return for their labour.

The only vessels in Amherst harbour were four schooners and the mail boat. Some American vessels fitted out for the mackerel fishery, were still fishing near the Magdalen Islands with some success. But the general complaint was that the fish were neither as large nor as fat as they were last year at the same period. Several full cargoes of dry cod had already been shipped to Halifax, the prices paid there being exceedingly high. Captain Painchaud, amongst others, had sent one cargo, consisting of five hundred quintals.

The news received from all points was favourable.

Fish of all kinds were plentiful, and the fishermen had fine weather for carrying on their operations.

At the Etang du Nord the boats frequently brought in from eight to ten drafts of cod. (A draft of codfish weighs two hundred and fifty pounds.)

The inhabitants had no cause of complaint against the foreign fishermen.

On the 29th at noon we left Amherst. In rounding the eastern point of the Magdalen Islands, we fell in with forty schooners, nearly all from the United States, at anchor, under shelter of Grosse Isle. They were unable on that day to carry on the mackerel fishery, the wind being too high.

On the 30th, we touched at Caraque in order to land Mr. Ryan, who intended returning to Canada by way of New Brunswick, and on the following day we came to an anchor in the roadstead of Paspébiac, after having been during a part of the day aground on a small sand bank, the vessel escaping without any damage whatever.

In the fishing establishments at Paspébiac great activity prevailed in the preparation of cod for exportation ; a great deal of it was intended for the Brazil market.

The cod sent to Brazil requires to be made up in packages called on the coast tubs. Each tub contains 128 lbs. of well dried fish. The packing is done by means of an iron screw worked by three men, the fish being thus pressed in the tub and forced into the smallest possible space. In this state it will keep for a very long time even in the warmest climates, and may be conveniently carried into the interior of the countries for which it is intended.

The house of Robin & Co., had already during the present season shipped a cargo of fish prepared in this manner to Brazil, and I was told that they realized a handsome profit.

I visited New Carlisle, at which place the court was then sitting.

On the 4th September, I proceeded to Bonaventure.

The barque " Nazarene " belonging the American House of Miriam & Co., who carry on business at this place, was in the roadstead, loading fish of all kinds and shingles for New York. There was also in the roadstead an American schooner of 175 tons loaded with shingles and fish from the same house ; she was only awaiting a fair wind to set sail.

I had the pleasure of meeting Mr. Allain, the parish priest of Bonaventure, and Mr. McCracken a justice of the peace.

I was informed by them that there had been only a few barrels of salmon taken in the river Bonaventure.

There had been no nets placed at the mouth of the river. The Indians had been fishing with their negogs, but I did not hear that they had taken any salmon after the first of August.

On this part of the coast of the Bay of Chaleurs, which, it is true, foreign fishermen are not much in the habit of frequenting, the most perfect tranquillity prevailed.

On the 5th, I visited Carleton and Dalhousie.

On the 6th, at 3 o'clock A. M., I gave orders to leave Carleton, the wind blowing strong from the North West, and at noon I landed at Grande Rivière where I met the agent for the house of Robin, and Mr. Carburg, one of the magistrates of the place.

At Grande Rivière and nearly everywhere along the coast of Gaspé, the cod-fishery had not been good during the month of July ; but from the first of August and particularly from the fifteenth, our fishermen had had very good success.

Three boats employed in fishing for Mr. Carburg, had brought him in as the proceeds of the day's fishing on the 1st, 2nd, 3rd and 4th September, 110 drafts of the finest cod.

The bait used by our fishermen was the squid.

This singularly shaped little fish is exceedingly gelatinous and is greedily devoured by the cod ; it was very plentiful near our coast and there was no difficulty in taking it.

At 4 P. M. we weighed anchor, and at 6 P. M. we arrived at Percé.

At 7 in the morning, I visited the establishments at Percé, and at 11 A. M I gave orders to set sail for the Labrador Coast. We had a strong wind from the south-west, for us a fair one.

At midnight we doubled the eastern point of the Island of Anticosti, and on the 9th at 3 P. M. we came to anchor in the Anse aux Blancs Sablons.

I visited all the establishments in this place and obtained the following information.

About one hundred and fifty schooners, most of them from Nova Scotia, and the remainder from the Magdalen Islands, the United States and Prince Edward's

Island, had carried on the cod-fishery near the coast, and on the banks in the vicinity of the cove, with some success.

The fishing had commenced on the 20th of June, and ended on or about the 1st of August.

During the whole of that time there had been no lack of capelan and lance (*lançon*,) which are the usual bait.

The herring had appeared on the coast at the beginning of August; this was earlier than usual.

This fish always approaches the coast in greater numbers at the time of the high tides than at other times.

On the 7th of September, herring were still plentiful in the Anse aux Blancs Sablons, and several hauls of the seine were made on that day.

Nearly two hundred schooners, of which number a great part had been engaged in the codfishery, had carried on the herring fishery in this Cove.

It was estimated that at least sixty were employed in the herring fishery between Salmon Bay and *la baie Rouge*.

Large quantities of this fine fish had been taken. Nearly all the vessels went away full loaded.

The schooners from the Magdalen Islands in particular had been very successful.

I was informed by Mr. Labbé, the agent for the house of Le Boutillier and Brothers, that in the night of the 29th July last, the French Corvette "La Sérieuse" having on board the commandant of the French station at Newfoundland, struck on a dangerous reef in the little harbour within the Anse aux Blancs Sablons.

Fortunately on the following day, at high tide, after great exertions on the part of the crew, the vessel was floated off and brought to the anchorage in the Anse. She had lost her rudder but was enabled to refit and proceed to Halifax.

Before quitting the Anse aux Blancs Sablons for the last time this year, I obtained from all of the proprietors and fishermen belonging to the place, a report of the condition of the different establishments, shewing the number of men and boats employed, together with the quantity of fish prepared at each of them; I annex the documents to this report.

I obtained similar returns from all the other fishing stations on the coast.

The information which I give may be relied upon as exact, as it was obtained from the proprietors themselves or from their friends.

On the afternoon of the 10th, I proceeded to Bradore Bay, at which place I remained untill the 14th.

The cod and herring fisheries commenced in Bradore bay, at the same time as in the Anse aux Blancs Sablons.

The shoals of herring did not resort as usual to the upper end of Bradore Bay on account, I was told, of there having been too many seines at the entrance to the bay, ready to intercept them on their first appearance.

I was assured that there were at times fifteen seines between the Anse des Dames and the Bradore Islands, that is to say in front of the bay.

Notwithstanding this fact, nearly all the fishermen had taken full cargoes of fish. They took the herring in the offing, instead of taking them at the upper end of the bay.

There is of course, no law to prevent British subjects from taking the herring wherever the fish can be found.

Besides it is impossible to say whether the fish would have resorted to the upper end of the bay in large numbers, even though there had been no seines at the entrance.

I make these remarks, because several of the inhabitants residing on the bay wished me to prevent the fishermen from fishing with the seine in the offing.

There were twelve schooners in Bradore Basin engaged in preparing the herring; a few weeks before, there were in the same place more than fifty fishing vessels belonging to Nova Scotia, the Magdalen Islands, and the United States, the greater number of which had had the good fortune to take good cargoes.

Every time that I visited the establishments on this part of the coast, I had the pleasure of being informed, that the foreign fishermen had committed no depredations whatever on the coast, and that our fishermen had in no way been molested.

There had been no attempts on the part of any person to injure the sedentary salmon or seal fisheries, or to take possession of fishing stations which were already occupied.

These good results must certainly be attributed to the presence of "La Canadienne" in the waters of the Gulf, for before that vessel visited the Labrador Coast, our fishermen had continual cause of complaint against the foreign and even the English fishermen, as witness the numerous petitions on the subject presented to the Government.

On the morning of the 14th, with a light breeze from the east, we sailed from Bradore Bay.

During the day we were becalmed on Belles Amours bank. The crew took a large number of excellent cod with the line.

On the 15th I landed at *Tête à la Baleine* and obtained from Mr. Michael Kenty, who is engaged in the seal and cod-fishery, information concerning the fisheries carried on on this part of the Labrador coast, together with a statement shewing the number of fishing establishments, the number of men employed, and the quantity of fish taken by each of them.

At 11 A. M. a strong wind sprung up in the offing, and I was obliged in consequence to return on board. A fog then set in, and we lay-to until the following day, when the wind became more favourable.

In the afternoon, we were able to distinguish Cape Whittle, and towards evening, we set sail for the Gulf, with a very strong north-west breeze.

On the 17th, at 8 A. M. we were within about 10 miles of the Bird Islands, and on the following day at 5 A. M. we came to an anchor opposite Amherst harbour.

Since my last visit to the Magdalen Islands, there had been a great deal of bad weather, and the fishermen had been able to reach the fishing grounds only at rare intervals.

The fishing vessels belonging to Amherst and House harbour had returned from the Labrador cruise. They all had good cargoes of cod and herring. The crews were busy preparing the fish for market. Our fishermen had been successful in the mackerel-fishery in the bay.

I was told that the American fishermen had not been so successful in their fishing operations off the coast of the Magdalen Islands, and that a great many of their vessels had gone away with half a cargo.

I visited House Harbour; saw the public officers and principal inhabitants of the place; and, having satisfied myself that my presence was no longer required at the Magdalen Islands, I gave orders to set sail on the 21st.

Near Corps Mort we sighted some ten American schooners engaged in the mackerel fishery on banks to which those fish resort in large numbers. Judging from their frequent changes of position, the vessels did not appear to be very successful.

Between the Magdalen Islands and Miscou Island we fell in with six more American schooners engaged in the same fishery. These vessels appeared to be taking large quantities of fish.

On the 22nd at midnight we passed the Miscou Island light, and on the 23rd, we came to an anchor in the roadstead of Carleton.

I am indebted to Mr. Verge for the following details concerning the fisheries carried on off the coast of the Bay of Chaleurs, between Bonaventure and the River Ristigouche.

The Salmon fishery was almost a complete failure during the present year, in the River Ristigouche and on the coast of the Bay of Chaleurs.

The quantity of fish taken this year did not amount to the one-seventh part of the quantity taken during an average season.

The fishing on the coast of New Brunswick had been no better, and I was told that there had been little or no fish taken this season in the Miramichi River, which is usually so well stocked.

The principal salmon fishing stations on the Canadian coast in the River Ristigouche are as follows:

Fishing Stations.	Belonging to	Produce.
Bourdon Point.. .. .	Robert Busteed	15 b'rls of salmon.
Crosse Point.. .. .	John Fraser	30 " "
Battery Point	Alexander Busteed	15 " "
Lagarde Point	John Dunkin	12 " "
Fleurant Point		
And three miles lower down.	Edmond Stewart.	90 " "
	Total.....	162 " "

Principal salmon-fishing stations on the Canadian coast in the Bay of Chaleurs :

Fishing Stations.	Belonging to	Produce.
Point Magoucha	Dr. C. M. Le Billois.. .. .	30 b'rls of salmon.
Carleton Bay, 1st.. .. .	Frederick Arsenault	10 " "
" " 2nd	H. Landry	18 " "
" " 3rd.. .. .	Jean Gauvreau.	10 " "

The three last stations are situated about two miles from each other.

Carleton Point 1st	Romain Landry.. .. .	10 b'rls of salmon.
" " 2nd	Jos N. Verge	15 " "

On the coast in the Parish of Maria :

1st Station.	Fabien Allan	6 b'rls of salmon.
2nd "	Peter Thibaudeau	20 " "
3rd "	John Vaughan	25 " "
	Total.....	144 " "

The above statement shows the average yield of the salmon-fishery during five years, viz : from 1852 until 1856.

HERRING FISHERY.

The herring fishery on the coast of the Bay of Chaleurs between Magoucha Point and Carleton, had not been very successful.

At Maria and New Richmond the fishing had been very good.

There is also an autumn herring fishery on this part of the Gaspé coast, but for some years back the produce of this fishery has been very small.

There were during the present year, 10,000 barrels of herring exported from the different stations which I have just mentioned; of this quantity, 7,000 barrels were sent to the United States.

The quantity of cod taken in the Bays of Carleton and New Richmond is small.

Agriculture continues sensibly to progress on the shores of the Bay of Chaleurs and of the River Ristigouche.

The present year's harvest was very fine.

The inhabitants were all pleased to learn that the Government intend to cause a road to be opened on the Metapédiac River, in order to open communication between the settlements on the River Ristigouche and those on the St. Lawrence.

Parties who had visited that part of the County of Bonaventure, told me that on the banks of the River Metapédiac, there is a large extent of level country, covered with timber of the first quality, and very well adapted for cultivation.

I have no doubt that when once this road shall have been completed, a few years will see agricultural settlements established throughout its whole length, so as to form a link between the parishes below Quebec and those in the District of Gaspé.

This new road by way of the River Metapediac is much required, as the existing road between the River Ristigouche and the St. Lawrence, known as the Kempt Road, was made through a mountainous country in which there are no settlers, and in which it is therefore impossible to keep roads in repair. During the autumn and part of the winter, it is almost impossible to travel over it except on foot. The soil on this road is in general poor or difficult to cultivate, and there can be but little reason to hope that it will be settled.

On the 25th, I went to visit the mission on the Ristigouche River.

I had the pleasure of meeting Mr. J. Fraser, the missionary of the Indian village, and several of the respectable inhabitants, who assured me that tranquillity and order prevailed everywhere on that part of the coast.

On the 27th, I returned to Carleton and on the same day went to New Richmond. There I had the pleasure of meeting Dr. Thornton and Mr. Montgomery.

With the latter gentleman I visited both the Rivers Cascapédiac, and obtained the following information:

The Great Cascapédiac River, which runs into the bay of the same name, is about a quarter of a mile in width at its mouth, and is of very great length. Canoes and even flat bottomed boats can ascend it to a distance of 120 miles from the sea.

This river was formerly well stocked with fish, and until within the last few years it produced from 150 to 200 barrels of salmon yearly. In 1856 it produced 50 barrels and in 1857 a little less than that number.

The salmon taken in the Great Cascapédiac River are the largest taken on our coasts. They are frequently found to weigh 45 or 50 pounds. The average weight is about 22 pounds. The river is also well stocked with trout of fine quality, weighing from 1 to 8 pounds.

Several of the settlers on the banks of the river are given to the destructive practice of going, in the month of September, to the place (sometimes 40 or 50 miles from the mouth of the river) where the fish remain to spawn, there to take them with the net or with spears.

This practice of destroying the fish at the moment when they are about to accomplish the important act of reproduction, accounts for the great falling off in the quantity of salmon in the Cascapédiac River, and in all the other Canadian rivers resorted to by that fish.

The Indians are also in the habit of going up the river in the autumn in their bark canoes, and destroying large number of salmon by torchlight with their *vigogs*.

I was told that they did not go up this year, as the quantity of fish in the river was too small to give a prospect of success.

I am of opinion that as soon as the Fishery Act shall have been distributed among the magistrates and other persons interested in the preservation of the salmon, it will be easy to prevent, in great part, the destruction of this valuable fish, especially if the Government shall authorise the magistrate in command of the Government Schooner to station one or two of his men at the places where infractions of the law are most likely to occur, in order that the guilty parties may be taken in the act, and punished as an example to others.

The lesser Cascapédiac river, which enters the bay of the same name one mile to the east of the Great Cascapédiac, contains no salmon, but is full of trout.

There are no large fishing establishments on Cascapédiac Bay, nor on that of New Richmond, the inhabitants are altogether taken up with the cultivation of the soil, which is very rich.

The agricultural settlements extend up the Great Cascapédiac to a distance of fifteen miles from its mouth; but the absence of roads has hitherto prevented the people from settling in the interior, where the land is level, rich, and covered with the very best of timber.

Those who venture to take up lots at a distance from the high road, find it extremely difficult and often impossible, to bring their spare produce to a market.

For many years back there has been a large lumber business carried on at New Richmond. The square timber and deals go to England, the pine boards to Newfoundland and the shingles to Halifax.

There were formerly a large number of vessels built every year at New Richmond, most of them at the late Mr. Cuthbert's establishment. This branch of industry has been in great part abandoned, owing to the scarcity of timber in the vicinity, and especially to the low prices prevailing at Liverpool and other English ports to which the vessels were sent to be sold.

However there are about five or six schooners built there every year for the fisheries and the coasting trade.

New Richmond will certainly become a place of importance within a few years, provided roads be opened by Government, so as to enable settlers to reach the interior of the country, where the lands are much richer than those in the vicinity of the coast.

In addition to a large tract of level country, capable of supporting a numerous population, either from the produce of the forest or the cultivation of the soil, New Richmond has also the advantage of a good harbour, in which vessels of the largest burden can find safe shelter at any time and in any wind.

The population of New Richmond is chiefly composed of Scotch settlers, who are said to be good farmers.

On the 29th, I proceeded to New Carlisle, and thence to Paspébiac, where I found seven vessels loading dry cod, for Brazil, Spain and Italy, and a number of schooners preparing to start for Quebec with salt fish.

On the 30th, I visited the establishments at Port Daniel.

Mr. McPherson, the custom-house officer of the port, gave me the following information concerning the fisheries carried on on that part of the coast.

There are about 100 boats owned in the township of Port Daniel, which includes l'Anse aux Gascons, l'Anse à la Barbe, Port Daniel and Point Loup-Marin. These boats are from eighteen to twenty feet in length, and carry two men each.

Nearly 2,000 barrels of herring were taken this year at Port Daniel, the first instance of so large a quantity being caught. The capelan did not make its appearance on the coast, and the cod fishery was rather less successful than ordinary. About a hundred and fifty schooners belonging to the United States, had at different times during the season gone into Port Daniel. Mr. McPherson and the inhabitants of the coast had no complaints to make of the crews of those vessels.

The rivers which fall into Port Daniel had yielded about 60 barrels of salmon.

In the afternoon, I landed at Grand River, and the following day, 1st October, anchored at Percé. They lamented the bad weather they had had on that part of the coast, which had often prevented the boats from proceeding to the fishing-grounds.

That afternoon I proceeded to l'Anse du Cap, where lay the brigantine "Belinda," loading with cod for Spain. The cod fishery had been good at l'Anse du Cap and on the neighboring coast.

I returned to Percé in the evening.

On the next day, I visited the establishments at Point St. Pierre, and proceeded to Gaspé Basin in the course of the night. In the port were three brigantines and several schooners.

The brig "Ste. Anne," belonging to Mr. John Le Boutillier, was ready to sail for Civita-Vecchia with a cargo of 3,000 quintals of dry cod of the first quality.

The mackerel fishery carried on as usual in the bay of Gaspé by the inhabitants, had been tolerably successful. The cod fishery off Douglas Town had not been productive, but, to make amends, the fishermen of the place, who had gone to the north shore of the gulf had had great success.

Mr. Shaw's saw-mill had been in operation till the end of March, and the lumber turned out, which must contribute much to the prosperity of Gaspé Basin, had furnished cargoes to seven ships bound for different English ports.

On the 4th October, in the evening, Captain Vibert, of the brig "Ste. Anne," applied for my assistance to effect the arrest of a man of his crew, who had deserted with a boat belonging to his vessel. I immediately despatched the master in my boat, and he succeeded, after a fatiguing chase, in bringing the runaway on board.

On the 5th, we left Gaspé Basin, and shaped our course down the River St. Lawrence.

I visited the Peninsula and l'Anse aux Griffons.

On the 6th I put in at Fox River. On the 8th I landed at Grand Etang; and on the 10th in the afternoon, notwithstanding a strong gale, we made the River Magdalen.

At Grand Etang, I visited and examined with much attention the distilling apparatus in Mr. L'Espérance's manufactory of cod liver oil for medical purposes, and I must express my admiration of the minute attention to cleanliness with which every part of the process is conducted. I do not hesitate to recommend the oil produced there as the best which can be made.

The American schooner which had been fishing for mackerel off the Magdalen, had filled only 50 barrels.

I settled a dispute which had arisen between two of the inhabitants of the place; and on the 12th, we weighed anchor to return to Percé.

The autumn cod fishery had had generally but moderate success on all the coast from L'Anse aux Griffons to the River Magdalen. This arose from no deficiency of the cod: the fish was abundant on all the fishing grounds, but from the scarcity of the bait, of which the supply was insufficient throughout the season. There was abundance of herring near the shores, but so small that it could not be taken with the ordinary net. I have seen fishermen come from L'Anse aux Griffons to the Bay of Gaspé in search of shell fish to bait their lines, not being able to procure any fish which might be used as a bait for cod. This was the case at point St. Pierre, where I stopped on the 12th. At Malbaie, a small fish called a shrub was used as bait, being found in great numbers in the River du Barachois, at the head of the bay. The smelt also abounds in that river.

On the same day, I arrived at Percé.

On the 13th, I visited the fishing establishments at the Island of Bonaventure, the chief of which belongs to the house of LeBoutillier and Brothers. They had one seventh less fish than last year. The island has 14 resident inhabitants, who employ forty fishing boats, but during the season there have been as many as one hundred, the neighbouring fishing grounds being accounted good. All was peaceable and quiet on the coast, and there were but few foreign vessels.

On the 14th, at 6 A.M., we sailed for the Magdalen Islands. The wind was at first fair, but on the next and following days, it came round in our teeth, and we did not reach Amherst Harbor, after much tacking, till the evening of the 16th. As this was the last visit which I was to make to the Magdalen Islands in the season, I made a point of seeing, not only the public officers and the principal inhabitants of Amherst Island, but also those of Grindstone and Allright Islands, and obtained from them the following information:—

There had been two wrecks on the coast of the Magdalen Islands: one of a schooner, which had been abandoned by her crew near Coffin Island; the other of an English brig, which had struck near the eastern point of the Island. No life was lost in either, and a large part of the sails and cordage was saved from both.

The several fisheries carried on at the islands had all been successful. Of the seal fishing, I have already spoken at the commencement of the present Report. The cod fishery had been very good everywhere, and the fish were fine in quality. The boats resorting to the fishing grounds still come back, late as it is in the season, almost always well loaded.

Mr. Alexis Painchaud, the proprietor of two fishing establishments, and well known in the country for his enterprising character and success in the fish trade, had despatched six cargoes of dry cod to Halifax, and several others of green cod, herring, and mackerel, to Quebec and Montreal.

Mr. Johnson, a merchant at House Harbor, shipped to Halifax several thousand gallons of seal oil and a large quantity of dry cod, herring, and mackerel.

An American house, established at Amherst Harbor three years ago, have made purchases of several thousand quintals of large cod for the markets of the United States.

The fishing schooners belonging to the Magdalen Islands had sailed, shortly before, with full cargoes of various kinds of fish, some for Halifax, others for Quebec and Montreal.

I feel assured that if fish maintains the prices of the last and preceding autumns, our fishermen will make larger profits than their calling has ever before yielded them. It is to be feared, however, that the large supplies arriving simultaneously at market, may have the effect of lowering the price, for some time at least, and that our people will suffer accordingly, as they are obliged to make sales of their produce without delay, in order to return home before the close of the navigation.

The produce of the season to vessels belonging to House Harbor, was, for 12 schooners, 4,800 quintals of cod ; for 15 schooners, 3,060 barrels of Labrador herring ; and the people residing on the shore of the bay took about 800 barrels of mackerel.

I was unable, for want of time, to procure a similar statement from the fishermen of the whole coast, but the custom house returns will show the quantity of each kind exported ; and those returns would be further increased by the consumption of the population of the islands, in number about 5,000 persons, which will probably add 2,000 quintals of cod, and 5,000 barrels of herring to the account.

The population of the Magdalen Islands are in the enjoyment of a degree of prosperity which they never attained before in many years. The only drawback is the agitation produced among them by the changes which Admiral Coffin, the proprietor of the islands, contemplates making in the mode of tenure. But for this, they would be perfectly happy. Agriculture, which had till lately been quite neglected, has begun to be of important service to the people. The harvest this year was most abundant. All kinds of grain yielded well and ripened perfectly, and the potato was particularly prosperous and abundant. A schooner left the islands for the United States, with a cargo of grain and potatoes, the first example of such an incident in exportation.

In 1852, the whole produce of the islands in grain and vegetables would not have sufficed to feed a tenth of the population. Facts like these need no comment.

For two years past I have made efforts, aided by several energetic inhabitants of Amherst Island, and the islands of House Harbor, to establish an Agricultural Society in the Magdalen Islands, but without success. Next year, I hope for better things. The chief object of such a society ought to be the procuring of good seed grain, and animals of improved breeds.

The inhabitants have had no complaint to make of the foreign fishermen, who come to fish in the bay and on the coast, to the number of several thousands ; except a single case of assault and battery, mentioned already in this report, peace and good order prevailed universally. Our own fishermen pursued their avocations without fear of interruption or molestation.

On the 20th, having received on board the Government weights and measures for the purpose of conveying them to Mr. John Fraser of New Carlisle, the inspector of the Revenue for the County of Bonaventure, I gave orders to make sail for Paspébiac. The anchor was weighed at 3, P. M. We had a favorable breeze from the S. E., and passed the east point of the islands ; but, while still only 25 miles from Isle Bryon, it fell calm, and so continued through the night.

On the 21st and 22nd the wind was N. W., that is, right in our teeth, but we kept our course. On the 23rd we saw land off Shippagan, and in the morning of the 24th came to anchor in the roadstead of Paspébiac. There were still seven vessels there taking in cargoes of dry and green cod. Twenty had sailed with fish for Brazil, Spain, and Italy. The importance of the trade carried on by the commercial houses on the coast of Gaspé, and particularly at Paspébiac will be conceived by a perusal of the following letter addressed to me by Mr. Alfred Carcaux, representing the house of LeBoutillier & Brothers :

PASPEBIAC, 24th October, 1857.

P. Fortin, Esq.,

Captain, Schooner "La Canadienne."

SIR,—As it is important that you should, in your position, have full information respecting the amount of business transacted in this section of the country, I regret that it is not in my power to furnish you with more ample information concerning that carried on by the house represented by me in Canada.

I furnish you, however, with a statement which will I trust, assist you in drawing up a report of this part of the country, and shewing it to be more important than it is thought to be.

I may be permitted to suggest the necessity of erecting a small lighthouse on the point of Sandy Beach at Paspébiac, which you must have had difficulty in weathering, when you came into the harbor, in the night. Vessels going to the Bay can get in with safety. Fishing boats will be greatly benefited by it.

The fishery has this year exceeded 20,000 quintals of fish.

Our cargoes this year have been as follows :

	Fish.	Oil.	Herring.	Green Fish.
For Brazil.....	5000 tubs.			
For the Mediterranean.....	12000 quintals.			
For England and Jersey.....	750 quintals.	80 tons.	1200 bls.	300
For Quebec	1000 quintals.			
	18750	80	12000	300

For Jersey, 60 tons of birch, 200 tons of pine, 400 of juniper, 50 juniper knees.

We have this year employed 8 square rigged craft and 8 schooners ; and in our establishment 450 fishermen and curers.

The house of Robins carries on a still more considerable business, exporting in 1857 more than 30,000 quintals of cod, besides oil, and other fish.

The latter house also carries on ship-building, and now has on the stocks at Paspébiac, a brig of 280 tons, 112 feet keel, 23½ feet beam and 13½ feet depth of hold, and a schooner of 116 tons, 78½ feet keel, 18½ feet beam, and 8 feet depth of hold.

These two vessels are built with timber from the Bay of Chaleurs, under the skilful direction of Mr. Le Brun, and are in every respect genuine master-pieces of naval architecture.

I owe my warmest thanks to M. Briord, the general agent of the house of Robin & Co., at Paspébiac for his obliging attention and readiness in placing his workmen at my disposal, when the repairs of "La Canadienne" were required.

On the 25th, having settled all my business at Paspébiac and New Carlisle, I prepared to set sail for Percé and Quebec, but the wind having got up kept us in the roadstead eight days.

On the 28th, it blew a heavy gale from the North East, and on the 29th, there were on the roads, 29 vessels, one half of which, destined for Quebec, had been obliged to lie by.

Several others which had arrived in the night, had not been able to get in on account of the darkness. At such times it is, that the light at the point would be of great service, by shewing the point of the spit, which runs far out, and is dangerous.

It is proper to remark, that on all the coast of Gaspé in the Gulf, there are only two places in which vessels can take safe refuge in a gale of wind from the east ; Gaspé Basin and the roadstead at Paspébiac. The former is easily accessible in the darkest nights, by aid of the sounding-line ; but it is not so with the anchorage at Paspébiac, where the coasts have no distinguishing feature, and even the lead cannot be trusted.

A wooden lighthouse, similar to those on the River St. Lawrence, between Quebec and Montreal, twenty feet high and shewing a red light to distinguish it from the lights in the houses and on the vessels, would be amply sufficient for the point at Paspébiac, and would be of the greatest service to our mariners and fishermen.

Colored lights ought also to be placed at various dangerous points on the coast, where our fishermen, obliged to land at night, are frequently in great peril. These might give notice of the rocks, banks and reefs, which here line the coast. Particularly I would invite the attention of the government to that point, where the establishment of the house of Robin is situated. Here, or at the entrance of the River, a light is much needed by the fishermen driven homewards by stress of weather from the banks, to guide them to the mouth of the Grand River, which affords the only safe shelter on that part of the coast.

The buildings for these lights might be very inexpensive, seeing that the material for constructing them is found on the spot.

On 1st November there was a change of wind, and we weighed anchor, making for Percé, where we arrived on the 2nd at 9 A. M. Here I visited the principal fishing establishments, and found every thing quiet and orderly. The fall-fishery had not been productive, the frequent gales from the offing having prevented the boats from proceeding to the fishing grounds.

On the 3rd I visited Point St. Pierre, where a vessel had been wrecked, the "Lady of the Lake" of Aberdeen, Captain George Urquhart, from Fleetwood to Quebec, in ballast. She had gone ashore during the night of 29th October, during a heavy gale from the East. The crew were saved with great difficulty.

During the same gale, three schooners at anchor in Malbaie went ashore, but can be got off.

On the 4th, in the morning, we anchored in Gaspé Basin, where we found a bark, three brigs and six schooners, loading with dry and green cod for Quebec and foreign markets. All was orderly as on the neighboring coast.

Mr. John LeBoutillier informed me that the whalers of the Basin and neighborhood who had been to the fishery with the same number of vessels as last year in the Gulf and the Straits of Bellisle, had had as good success as in any former year, and their profits were greater because oil brought a very high price.

In the afternoon, I gave orders to make sail for Quebec, intending to touch at several points of Anticosti. The fisheries were nearly all concluded, the season was far advanced, and the vessels going to Quebec were mostly on their way.

On the 5th, I landed at the South West point of Anticosti, where there is a lighthouse. Mr. Pope, the keeper, informed me that the only wrecks which had occurred in the season to his knowledge were those of a bark near Ellis Bay, and of a Canadian schooner off the River Jupiter. The property on board was saved in both cases.

Mr. Corbett, the lessee of the island of Anticosti, informed me that the salmon fishery had failed almost completely, in all the rivers of the island. In one of them where he formerly took 30 barrels of salmon, he had, in the season then closed, taken no more than three. He was unable to account for this great falling off in so important an article, but referred it to some general cause which has diminished the numbers of the fish on all the shores of the Gulf of St. Lawrence.

I visited the light-house, which was in excellent order; and at 3 o'clock P. M., embarked for Quebec.

On the 6th, heavy snow fell, drifted by a strong gale from the S. E.

On the 7th, we passed the light-house at Pointe des Monts at 1 in the afternoon; and on the 8th, having taken a pilot at 9 o'clock A. M., off the Pilgrims, came to anchor at 5 o'clock P. M. in the harbor of Quebec.

(Signed,) P. FORTIN,

Magistrate commanding the Government Schooner "La Canadienne."

THE NORTH SHORE OF THE RIVER AND GULF OF ST. LAWRENCE.

The entire north shore of the River and Gulf of St. Lawrence belongs to Canada, as also a part of the coast of Labrador adjoining the strait of Belle Isle.

This length of coast, extending not less than miles, is divided into three parts, viz. :—

The King's Posts, lying between the Seigniori of Portneuf and Cape Cormorant, a distance of

The Seigniori of Terra Firma of Mingan, commencing at Cape Cormorant and extending to the River Goynish or Agwanus.

And the coast properly called the Labrador Coast, including all the distance from the River Goynish to the frontier line of Canada in the Straits of Belle Isle at l'Anse aux Blancs Sablons.

The King's Posts have been leased to the Hudson's Bay Company for many years. The Company had formerly an exclusive right of hunting and fishing; they now enjoy only the right which is common to Her Majesty's subjects. Since the passing of the law which permits every British subject to take possession of any portion of a beach which is unoccupied, a great number of fishermen from the Bay of Chaleurs and the coast of Gaspé have made establishments, at various points about the King's Posts and in the Seigniori of Mingan, for the purpose of profiting by the immense natural wealth of the adjacent sea, wealth which had till then remained untouched, almost unknown, the Hudson's Bay Company caring for nothing but the salmon fishery, and the trade with the Indians.

Thus, while a part of the coast stretching from the Seigniori of Mingan to the Canadian frontier, was already comparatively well settled, the shores of the King's Posts and of the seigniori contained but a few settlements, all of which belonged to the Company.

This latter part of the coast, nevertheless, presented as many advantages for all kinds of fisheries as the former.

But the law was no sooner passed than many fishermen hastened thither, and founded permanent fishing settlements.

At the present time, the experience of four years has convinced our fishermen that in no part of the gulf is there a spot where fish of all kinds are to be found in greater quantity, than on this part of the coast north of the River and Gulf St. Lawrence, stretching from Pointe des Monts to Natastiquan inclusive; and the time is not far distant when we shall see here fishing settlements of as great importance, and conducted on the same footing, as those on the shores of Gaspé.

In my report last year, I gave information concerning one or two of the most important fishing stations in this part of the gulf, not having had time to visit them all.

This year I have visited a greater number, and I have obtained the most exact information concerning the places I have not been able to reach.

I shall therefore affix to my report a statement showing the situation of the fishing settlements on the coast of the King's Posts, their number, inhabitants, &c.

I will add a similar statement for the settlements situated in the Seigniori of Mingan, and that part of Labrador which belongs to Canada.

THE RIVER GODBOUT.

The River Godbout, which falls into the St. Lawrence about 220 miles from Quebec, is in the possession of the Hudson Bay Company, who have a post there for trading and salmon fishing.

I was told that last year several Gaspé fishermen came to try the salmon fishing here, along the coast near the mouth of the river, but without much success.

To the east of the river, we find a large sandy cove, where small vessels find anchorage and shelter in gales from the west.

For an extent of several miles along the banks of this river, especially on the eastern side, there is a great deal of wood, chiefly tamarack, pine and white birch.

There is no land well fitted for agriculture in the neighbourhood of the River Godbout.

During the autumn, cod abounds in the place, and vessels from Quebec and the neighbourhood, which may have been to Labrador for the purpose of fishing, might here complete their cargo.

Mackerel is also sometimes found here in great quantity.

This year, the captain of an American schooner took at a single haul of the net, near the cove, mackerel enough to fill four hundred barrels.

Several Canadian schooners also have fished for cod and mackerel near the River Godbout with tolerable success.

The salmon fishery in the river yields about forty barrels.

RIVER TRINITY.

The River Trinity falls into the River St. Lawrence at Trinity Bay, 6 miles to the eastward of Pointe au Mont, and 233 miles from Quebec.

It is not navigable, any more than the River Godbout.

The Hudson's Bay Company have not any trading post there, but the chief of the Godbout post sends fishermen there, who take about 30 barrels of salmon.

Besides, the owner of a settlement situated on Trinity Point, lays his nets along the coast, near the mouth of the river, and takes about 20 barrels of salmon every year.

I was told that this river was much more frequented by fish than formerly.

Trinity Bay affords good shelter to vessels of all sizes from the west wind; and vessels ascending the river frequently run thither for safety.

Outside the Bay, there are very good fishing grounds for cod, where the little Canadian schooners often obtain good cargoes of autumn cod.

THE CAWEE ISLANDS.

The Cawee Islands are situated near the coast between Trinity Bay and that of the Seven Islands, and afford to vessels excellent anchorage and shelter from all winds.

This circumstance, as well as the number of fish caught in the neighbourhood, induces our fishermen to go and settle there.

For some years since, more than a hundred fishermen from the Bay of Chaleurs, with 40 fishing boats have made, on the Cawee Islands and the adjoining coast, fishing settlements where more than 5,000 quintals of cod have been prepared.

I was told that a dozen families, engaged in salmon, trout, and cod-fishing, and in hunting animals yielding peltry in winter, had settled on the banks of the Pentecost and St. Margaret Rivers, as well as in many other places advantageous for fishing.

THE BAY OF SEVEN ISLANDS.

The Bay of Seven Islands, one of the finest in America, is two miles and three quarters in width by three miles deep.

Six Islands between which are several channels accessible by vessels of the largest tonnage, protect it from the storms which prevail outside.

The whole English Navy might anchor there in perfect security.

At the extremity of the Bay, the Hudson's Bay Company have a trading post, where one hundred Indian families of the Montagnais tribe congregate every spring.

Last year several fishing settlements were made on the coast of the Bay ; of these the most important is that of Mr. Clarence Hamilton of New Carlisle.

Mr. Hamilton gives employment to thirty men and twelve boats.

The other establishments employ about twenty men and eight vessels.

All these boats together take about 2500 quintals of cod, some of which is sent to foreign markets, and the remainder to Quebec.

There have been taken besides by our fishermen in the Bay, more than two hundred barrels of mackerel.

Several fishermen intend next year to settle on one of the islands at the entrance of the Bay ; they will there be nearer to the fishing banks, where the cod is usually found in summer.

Herring usually enter the Bay in the spring, and approach the shore to spawn.

Sardines of a fine quality are also found.

In the months of July, August and September, we find mackerel in tolerably large shoals in the vicinity of the Bay and even in the Bay itself, and United States schooners are always to be seen taking these fish with seines.

For some reason which cannot be satisfactorily explained, the mackerel does not generally speaking, bite well on the north shore, while on the south shore, at the Magdalen Islands and on the coast of Prince Edward's Island and of New Brunswick, they are nearly always caught with a hook and line.

At a distance of about twelve miles from the Bay of Seven Islands we find the River Moisie, of which I have already spoken in my report, and ten miles further there is another river of no very great size, where Mr. Chisholm, a former employé of the Hudson's Bay Company, has settled with his family. He passes his time in salmon and trout fishing, and in hunting animals yielding furs.

From the latter river to Shallop River, there is no fishing settlement, the different kinds of fish frequenting the gulf not approaching this part of the coast, as there are no banks with bottoms fit for spawning.

The distance from Moisie River to Shallop River is about thirty-six miles.

Fishing settlements belonging to Messrs. Philip Vibert, Savage, and Segras, and to Philip Mabee and Brothers, from the coast of Gaspé, were made in 1856 on the Shallop River, and on a cove situated a few miles to the eastward of it ; and twelve fishing boats manned by thirty hands took 1800 quintals of cod and 200 barrels of other fish.

SHELDRAKE OR SANDBILL RIVER.

Sheldrake River is the part of the coast of Mingan Seigniory, where the fishermen have settled in the greatest number on account of the great quantity of different kinds of fish to be found on the banks situated opposite at but a short distance from the shore, and especially on account of the ease with which they can erect their scaffolding at the edge of the basin formed by the river, where their vessels are well sheltered, and are always afloat.

The following is a list of the settlements at Shelldrake which I have already given in my last year's Report.

This year the same settlements remain, but there are not quite so many vessels.

1	Establishment belonging to Alfred Mounsell.
2	do do to John Lebrun.
3	do do to John Ross.
4	do do to Philip Touzel.
5	do do to Jet Elias Callas.
6	do do to René Devouche.
7	do do to Philip LeGresley.

Thirty fishing boats belonging to these settlements, in which nearly 100 men were employed, took about 4,590 quintals of cod, and some hundreds of barrels of mackerel.

THUNDER RIVER.

About five miles East of the preceding river, we come to Thunder River, where we find the following establishments :

On the Eastern bank.

1.	Establishment belonging to John Howell.
2.	do do to Stephen Wells.
2.	do do to James Cumming.

On the Western bank.

1.	Establishment belonging to Lawrence Kennedy.
2.	do do to John Toucel.

The number of men employed at these fishing establishments is 40, with 13 fishing boats ; we may estimate the quantity of cod taken at 2,000 quintals and of mackerel at 100 barrels.

MAGPIE BAY

George Ennis, who employs 18 men and 5 boats, and William Malony, who gives employment to 6 men and 2 fishing boats, have settled in a Cove situated in the West part of Magpie Bay, called Magpie Hill Cove.

These two establishments produce 1,000 quintals of cod.

About the centre of Magpie Bay we find a Cove pretty well sheltered from the winds where the following fishing establishments are situated :

1.	Establishment, John Duguay,	12 men,	4 boats,	600 quintals of cod.
2.	do John Ferlat,	16 men,	4 boats,	800 do do.
3.	do John Hart,	9 men,	3 boats,	460 do do.
4.	do Pascal Gloger,	18 men,	4 boats,	800 do do.
5.	do Louis Roussy,	4 men,	1 boat,	150 do do.
		59	16	2810

At the mouth of Magpie River, Mr. John Ross has settled, who employs 20 men and 6 boats. The produce of his fishery is about 1,000 quintals of cod.

Mr. Jean Girard fishes for salmon in Magpie River, where he caught 35 barrels of these fish.

Eight miles East from Magpie Bay is the St. John River, which I have already mentioned in my Report; and 15 miles further still, are Mingan Harbour and Mingan River, which latter falls into the Gulf of St. Lawrence, opposite the Eastern entrance of the Harbour.

The Hudson's Bay Company, who hold the Seigniorship of Mingan have a trading post at the Harbour, where they transact a considerable amount of business. From 80 to 100 families of Montagnais Indians go there every spring to sell to the Company the peltries produced by their hunting.

In exchange they receive arms, gunpowder, goods, provisions, etc.

During the summer the Indians are engaged in seal fishing on the neighbouring coast, on the Mingan Islands and on the Island of Anticosti, and it is not until the month of September that they are supplied from the Company's storehouses with all that they require, and set out for the interior of the country.

Mingan harbour, as I have already said, is one of the best on the coast, and it has this advantage, that it is accessible both in an east and in a west wind.

Vessels fishing on the bar of the St. John always come hither for shelter during storms.

At about 18 miles from Mingan harbour, is Esquimaux harbour, where two families of fishermen from the Magdalen Island went to settle last year for the cod and seal fishery and to hunt animals yielding furs in winter. And if the place turns out well, other families intend to go and join the first, and form a considerable settlement.

Between Esquimaux Harbour and Natashquan (a distance of 67 miles) we find several inconsiderable rivers, but tolerably well stocked with fish, where several families, who live by fishing and hunting, have settled. These are: the Whatsheshov River, where two families have settled; the Napitippi River, and the Goynish or Agwonus River, on which there are two families, one to each river.

NATASHQUAN.

Natashquan is one of the most important places on the North coast of the Gulf of St. Lawrence, on account of the river of the same name which abounds with salmon of the finest kind, and its fishing banks, where in the months of May, June, and July, the fishermen hardly ever fail to find a large quantity of cod.

With all these advantages is combined a harbour easy of access and very safe for fishing boats. Accordingly the place is much frequented. It is here that the schooners, going to fish on the north shore for cod, commence their operations.

In the month of June it is by no means rare to see in Natashquan harbour fifty schooners, the crews of which amounting to nearly five hundred men, go only a few miles from the shore to collect a plentiful harvest, which fully recompenses them for the rough labour to which they submit, and for the dangers to which they are often exposed.

As the fish make their appearance at Natashquan sooner than on the other parts of the northern coast, it is of great advantage to go there. For if the fishing is not productive at that place, there will still be time to go elsewhere, either westward, or to the coast in the Straits of Belleisle, where there are also good fishing grounds, and where the fish appear later than at Natashquan.

I would advise the captains of fishing schooners, either from Quebec or from the lower ports, to go at once to Natashquan about the middle of May, and to try the fishing there, till the end of June. If the fish is then wanting, they should immediately go to Salmon Bay, to Bradore, or to White Sand Cove, where cod is nearly always found in abundance in the months of July and August.

If these places are not satisfactory, there is still time to go to Pieds Noirs, and to the Modest Islands, where there are excellent fishing grounds.

As soon as cod-fishing was over, the herring-fishery might be proceeded with, those fish appearing in these latitudes, about the middle of August.

It frequently happens at Natashquan that the cod appear about the middle of June, and remain there during the whole season. In that case, the fishing boats might take their entire cargoes from thence.

These advantages for fishing, presented by Natashquan, have induced several families from the Magdalen Islands to go and settle there. Last year they numbered eight families, this year there are fourteen, making in all a population of one hundred and twenty persons.

The 16 fishing boats used by them have taken about 1,700 quintals of cod besides some barrels of mackerel.

I have already mentioned in my report how successful Mr. H. Vignault had been in his seal-fishing last spring.

If the fishery at Natashquan continues as productive as it has hitherto been, I have no doubt that there will be formed there very considerable fishing establishments, around which will collect as numerous a population of fishermen as there are on the coast of Gaspé.

I know that the Messrs De la Porelle, formerly agents for the Messrs Robin, intend to go and open an establishment there next year on a large scale.

REGASCA BAY.

Regasca Bay, which is easy of access and can afford a safe anchorage during the summer to vessels of all sizes, is situated 15 miles to the east of Natashquan.

Outside of this Bay is the continuation of the Natashquan fishing banks, where the fishermen often go in the autumn to take a very large and fat fish.

Eight families making altogether a population of 27 persons, have settled at Regasca Bay. They have each a fishing boat and live entirely by the cod-fishery, which this year yielded them only about 400 quintals, on account of the scarcity of fish in the vicinity of the Bay.

MUSQUANO RIVER.

The Musquano River falls into the Gulf of St. Lawrence, 4½ miles east of Regasca Bay.

It is occupied by the Hudson's Bay Company's fishermen, who obtain 30 barrels of salmon from it every year.

This is an inconsiderable river, and affords shelter to none but small craft.

ALOMONOSHEBO RIVER.

The Alomonoshebo or Roman River falls into the Gulf of St. Lawrence about 18 miles east of the preceding.

It is equally inconsiderable, and is occupied by the Hudson's Bay Company.

The annual product of this river hardly exceeds fifteen barrels of salmon.

COACOACHO RIVER.

The Coacoacho River empties itself a few miles to the westward of Cape Whittle in Coacoacho Bay, the only point on this part of the coast where vessels of heavy tonnage can find a secure shelter.

The salmon fishery in this river is worked by Mr. Augustin Boulanger, who has lived there for several years.

The Hudson Bay Company formerly had a trading post there.

The annual product of the fishery is about 30 barrels of salmon.

MATCHIATICK ISLANDS.

Three families engaged in the salmon and seal fishery have settled on the Matchiatick Islands.

Their income may be estimated at 150 seals and 10 barrels of fish.

They devote themselves to the hunting of the fur-bearing animals during the winter.

ETOMOMU RIVER.

The Etomomu River, the current of which is very rapid, falls into the Gulf of St. Lawrence 4 miles north east of Wapitigun Island.

It is occupied as a fishing station for salmon by Mr. Michel Blais.

No other person fishes in the river or in the neighborhood.

The annual product of the fishery is about 40 barrels of salmon.

Mr. Blais trades with the Indians, and is also engaged in the fur trade.

WATAGHEISTIC SOUND.

Two families, composed of eleven persons, have settled in this bay; they are engaged in the seal fishery, and in hunting animals yielding furs, the produce of which may be estimated at £300.

NETAGAMU RIVER.

The salmon does not run up the Netagamu River on account of the Nantem falls, which are 50 feet high, and are found a mile from its mouth.

One family, who have settled there, are engaged in the seal-fishing, and in hunting animals yielding furs.

Annual produce about £100.

LITTLE MECCATINA ISLAND.

On this island are settled five families, comprising in all twenty-six persons, engaged in the cod and seal-fishery and in hunting animals yielding furs.

The seal fishing-stations of Pointe au Pot and of Esquimaux Harbour formerly yielded a considerable produce; now, hardly enough is sold to pay the working expenses.

It may well be believed that the herds of seals do not frequent this part of the coast as they formerly did.

The fisheries of the island may produce annually the value of £400, including the peltry obtained in winter.

Two fishermen from Little Meccatina work a seal-fishery at Goelon Island. Product—30 seals.

WHALESHEAD ISLANDS.

On the western island, there is a permanent seal-fishery worked by Mr. Michel Kenty, who is also engaged in the cod and herring-fishery.

Produce—45 seals.

do 150 quintals of cod.

do 100 barrels of herring.

On the eastern island, there is a permanent seal-fishery belonging to Mr. Samuel Robinson of La Tabatière, and worked by Mr. Charles Bilodeau.

The annual produce of this place is from 200 to 300 seals.

This year, only 27 of these animals have been taken.

Population of the Whaleshead Islands—20 inhabitants.

SHEEP BAY RIVER.

This river, which is of considerable size, falls into Sheep Bay, and is occupied by Mr. Benjamin Reed for the sake of the salmon-fishery, which produces 30 barrels of salmon.

Population—10.

On the eastern shore of Sheep Bay, three families, have settled, consisting of 20 persons. They are engaged in the salmon, seal, and cod-fishery.

Produce—80 seals.

do 40 barrels of salmon.

In Schooner Bay and Red Bay, opposite Great Meccatina Island, there are five families established, numbering altogether 28 persons.

They are engaged in the seal and cod fisheries at Fish Harbour.

GREAT MECCATINA ISLAND.

Mr. François Levesque occupies a permanent seal fishery on this island which yields him every year from 250 to 350 of these animals. Population—6.

FISH HARBOUR [LA TABATIERE.]

The most important permanent seal fishery on all the coast is at Fish Harbour.

It belongs to Mr. Samuel Robinson and yields him annually from 500 to 1,500 seals.

Last autumn this fishery yielded only 60 seals, on account of the great cold which impeded the laying of the nets in a suitable manner. Mr. Robinson has always twenty men in his employment.

The fishing tackle, which consists of a great number of nets made of very strong twine known as seal-twine, of cordage, anchors, small craft, etc., etc., is worth from £1,000 to £1,500.

SALT LAKE.

Mr. Joseph Gallichon is the owner of a permanent seal fishery at Salt Lake, which yields him annually 150 of these animals.

KIKAPOE.

There is a permanent seal fishery belonging to James McKennon on one of the islands outside of Kikapoe, from which he obtains usually from 150 to 200 seals.

Last year, owing to the great cold, Mr. McKennon took only 40 of these animals.

KIKAPOE WHALESHEAD.

At this place there is a permanent seal fishery belonging to Mr. Jean Legouvé.

Annual produce..... 200 seals.

Last year's produce..... 14 "

ST. AUGUSTINE.

The brothers Andrew and Matthew Kennedy have permanent seal and salmon fisheries on the St. Augustine Islands, which usually yield them an annual return of 150 seals and 70 barrels of salmon.

This year they have collected only 40 seals and 10 barrels of salmon. Population, 20.

PORTAGE COVE, (NEAR CHICATACA.)

At Portage Cove, Mr. Philippe LeBrock owns a permanent seal fishery which usually yields him from 250 to 350 seals annually.

This fishery produced only 60 seals last year.

ROCKY BAY.

Mr. John Belvin is engaged in the salmon fishery at the head of Stony Bay.

Produce, 25 barrels of salmon.

LEGROND HARBOUR.

Mr. Thomas Maurice has settled at Legrond Harbour and is engaged in the cod fishery.

He employs one boat.

Produce 100 quintals of cod.

DOG ISLAND.

Mr. Thomas Rule, who is established on Dog Island, is engaged in the seal and cod fishery.

Produce ; 60 seals and 90 quintals of cod.

OLD FORT ISLANDS.

Mr. Samuel Robin carries on the cod fishery at Old Fort Island, where he employs two vessels and four men.

Produce, 220 quintals of cod.

BURNT ISLANDS.

Mr. Leger Levesque, who has settled one of the Burnt Islands, is engaged in seal and cod fishing.

He employs two vessels and five men.

Produce ; 100 seals and 200 quintals of cod.

BATEAU HARBOUR.

William Parker is engaged in the cod fishery at Bateau Harbour.

Produce ; 100 quintals of cod.

ST. PAUL RIVER.

The St. Paul River, also called Esquimaux River, and Quitzaqui by the Indians, falls into the Gulf of St. Lawrence 640 miles from Quebec, and 25 miles on S. W. of Bradore Bay.

According to the Indians who go up it in bark canoes, its course is more than 300 miles, but for vessels it is only navigable as far as the first rapids, which are only six miles from its mouth.

The St. Paul River is in the seigniorship of the same name, which was conceded to Amador Godefroix, Esquire, of St. Paul, on the 20th March, 1706, and comprises five leagues frontage on each bank of the river by ten deep.

This seigniorship was sold by the Sheriff of Québec in 1807 to the Labrador Company.

Subsequently Messrs. Nathaniel and Philip Lloyd became the proprietors of it.

Mr. Philip Chevalier bought the salmon fishery post from these last, and gave it to his grandson Louis Chevalier, who is at present settled at the first rapids, and is engaged in the salmon fishery.

I was informed that the Messrs. Lloyd had taken as many as 1,400 barrels of salmon in one year, in the St. Paul River.

The present proprietor only takes about 80 barrels.

It is true that in the Lloyds' time, there were no settlements on the islands opposite the mouth of the river, while at present, four fishermen spread their nets in the channels between these islands.

HARBOUR OF GOOD HOPE.

The Harbour of Good Hope is one of the best on this part of the coast. It is accessible to ships of the heaviest tonnage.

Mr. John Godard has settled on Stick Point Island, and is engaged in salmon fishing, of which fish he takes from 10 to 20 barrels annually.

Mr. James Buckle is engaged in seal and cod-fishing on Godard's Island. Produce, 110 seals and 200 quintals of Cod.

Mr. Buckle employs 4 men and 2 fishing boats.

SALMON BAY.

On the Islands of Salmon Bay, there are five fishing settlements, of which the proprietors are:—Messrs. Louis Chevalier, William Kates, Darius Choaker, Joseph Taylor, and John Haywood.

Seven fishing boats and 18 men are employed at these fishing establishments.

They yield about 1,000 quintals of cod, and 20 barrels of salmon. Population—35.

FIVE LEAGUES.

Mr. John Griffin has settled at Five Leagues Cove. He is engaged in seal and cod fishing. He employs six men and three fishing boats. Produce 115 seals and 220 quintals cod.

MIDDLE BAY.

Peter Hatwood is engaged in cod fishing at Middle Bay, and takes 100 quintals of cod.

BELLES AMOURS.

At Belles Amours there is a good harbour for schooners. Mr. John Buckle who is established there, is engaged in seal and cod fishing. He employs two fishing boats and four men. Produce, 120 seals and 100 quintals cod.

BRADORE BAY AND ANSE AUX BLANCS SABLONS.

Canada extends on the Straits of Belleisle as far as Anse aux Blancs Sablons, at the head of which is the river which marks the line of separation between the part of Labrador belonging to Canada and that part which is under the jurisdiction of Newfoundland.

Pointe Amour, to the east of Forteau Bay, where the Canadian Government have constructed a first class lighthouse, is fifteen miles further; and Belleisle, where another lighthouse has been erected to point out to European vessels the entrance of the strait, is about 75 miles east of Anse aux Blancs Sablons, 14 miles from Quipon Island, and 12 miles from the coast of Labrador.

The navigation of this part of the strait is easy enough, so long as the weather allows the coast to be seen; but it becomes very dangerous on account of the currents, when the heavy fogs prevail, which are brought up by the south and south east winds, and sometimes last for weeks together.

Then it is that steam whistles or cannon placed near each lighthouse, and caused to be heard every quarter of an hour, or every half hour, would be a great help both to steam and sailing vessels which may have preferred this route to the southern one, and to the schooners which frequent the coast of Labrador to fish and to trade.

Anse aux Blancs Sablons is situated in $51^{\circ} 25'$ north latitude, and in $57^{\circ} 10'$ longitude west of Greenwich. It is about a mile in depth by a mile and three quarters wide.

Wood Island, on which are situated three considerable cod fishing establishments, and Green Island, at present uninhabited, but near which there are excellent fishing grounds, shelter it from the south east wind, while the mainland protects it from those from the east, north and north east winds.

The depth of water throughout the whole cove, ranges from 4 to 12 fathoms.

The anchorage is not of the best; however, hundreds of schooners might remain there in safety during the summer months, when the west winds are not high or of long duration. But in autumn it is dangerous to remain there, and vessels are often thrown on the shore by the great storms of wind from seaward.

At about a mile and a half from the head of the bay, is the little harbor of Gulch Cove, where two or three vessels, by mooring to the rocks, might pass the summer, and even the autumn in perfect safety.

Near the eastern part of Green Island, there is a fine sandy cove, where the fishing schooners sometimes anchor to be near the banks of cod, but the bottom is very bad. It was at this spot that twenty-nine fishing schooners were cast on shore in the month of July last, during a terrific storm from the east.

Long Point, outside of which run very dangerous reefs more than a mile in length, separates Anse aux Blancs Sablons from Ladies' Bay, where are two important permanent seal fisheries.

Parrot Island, which is at the entrance of the last named cove, is of no importance, as there is no sheltered spot where a fishing station might be made.

Advancing further, we enter the vast Bay of Bradore or Bras d'Or, so called, doubtless, on account of the great riches that the first navigators who visited it the Spaniards and French found there, in the shape of immense numbers of seals, whale, cod-banks, etc., etc.

It is about five miles deep by four wide, and contains a number of islands and islets, many of which are inhabited, and which form the basin of Bradore, where fifty schooners may find a very safe harbor, and Bradore Harbor, which affords shelter from all winds to vessels of the heaviest tonnage.

The seal fisheries long since established on Bradore Bay are very productive, especially that belonging to Mr. Randall Jones, which sometimes yields him more than 2,000 seals.

There are also cod fishing settlements here, but they are not on so large a scale as those of Anse aux Blancs Sablons.

On all the shores of the Gulf of St. Lawrence or of Newfoundland, there is no station so well stocked with fish as the one I have just described. For this reason fishermen from all the British Provinces and from the United States go thither in crowds; and nearly twenty vessels from the island of Jersey cross the ocean every year to engage in the cod fishery, which yields them great profits.

Anse aux Blancs Sablons and Bradore Bay were the first fishing grounds frequented by Europeans on the coast of Labrador.

When Jacques Cartier made his first voyage to the Gulf of St. Lawrence, the Basque fishermen were already in the habit of visiting these latitudes every year for the sake of the cod-fishery.

Before the cession of the territories of Hudson's Bay and Newfoundland to England by France, the French carried on an important fishery here.

At a later period, the inhabitants of the English Colonies in America came hither more especially to fish for the spermaceti whale, which at that time was found here in great abundance.

Fishermen from Jersey also formed fishing settlements which are still the most important in the place.

The following is a statement of the fishing establishments at Bradore Bay and Anse aux Blancs Sablons, showing their situation, occupants, revenue, &c., &c.

BRADORE BASIN.

On the largest of the islands forming Bradore Basin are established three families, consisting of 20 persons, who are engaged in the cod and herring fishery. Produce 300 quintals of cod.

“ 150 barrels of herrings.

BRADORE BAY.

Mr. Louis Jones has a permanent seal-fishery at the head of Bradore Bay which yields him annually from 200 to 300 seals.

At Jones' point is situated the permanent fishery of Mr. Randall Jones, which is one of the most productive on the coast, and yields annually from 600 to 800 seals.

Mr. Jones is also engaged with his sons in the herring and cod-fishery. Produce 200 quintals of cod.

“ 300 barrels of herrings.

Population—30 inhabitants.

ANSE DES DUNES.

Mr. Louis Labadie is owner of a seal fishing station here, which yields from 250 to 300 seals annually, besides which he takes 60 quintals of cod.

At Pointe à la Barque two of his sons are engaged at a sealing station which yields them from 50 to 80 seals every spring. The population is 18.

LONG POINT.

Mr. Philip Le Brocq is owner of an excellent seal fishery station at Long Point, which yields him annually from 300 to 500 seals. Four families are settled a little higher up, and are engaged in fishing for salmon, seal, and cod. The population is 24. The produce of their fishing was 160 seals, 400 quintals of cod, 10 barrels of salmon, and 200 barrels of herring.

PETIT HAVRE.

1. Cod fishing station belonging to Messrs Voutier and Lefebvre, employing 15 vessels and 45 men.

Produce of the fishery : 2200 quintals cod.

20 barrels oil.

200 barrels herring.

They are also owners of two vessels which carry their cod fish to Europe.

2. Cod fishing station belonging to captain Syvret employs nine boats and men.

Produce of the fishery 1400 quintals of cod.

“ “ 11 barrels of oil.

“ “ 100 barrels of herring.

Captain Syvret conveys his fish to Europe in his own vessel.

3. Captain Nicholson's fishery station.

He employs nine men and four fishing boats.

Produce of the fishery 400 quintals of cod.

“ “ 210 barrels of herring.

Captain Nicholson owns a schooner of 70 tons in which he sends his fish to New Brunswick.

L'ANSE AUX BLANCS SABLONS.

POINT AU POT.

Mr. Martin Parent is owner at this place of a stationary seal fishery, which yields him, annually, from 160 to 300 seals, besides 25 barrels of herring.

Mr. Thomas Lavallée is owner of a cod fishing station, which yields 250 quintals of cod and 100 barrels of herring.

FOND DE L'ANSE.

Mr. Phillip LeBrocq is owner of a cod fishery here in which he employs fourteen fishing boats and forty-five men.

The average yield is 1750 quintals of cod, 4 tons of oil and 350 barrels of herring.

Mr. LeBrocq owns a barque of 200 tons burthen in which he sends his fish to the European Market.

WOOD ISLAND.

Messrs. Le Boutillier and Brothers own a flourishing fishing establishment here, which gives occupation to seventy men and nineteen boats.

Yield of the fishery 2400 quintals of cod.

“ “ 24 barrels of oil.

“ “ 250 barrels of herring.

South of Wood Island is a stationary seal fishery belonging to Messrs. Le Boutillier which brings them in from 150 to 200 seals annually.

Total population of the north coast from Godbout River to Anse aux Blancs Sablons, 1225.

The number of fishing vessels belonging to the inhabitants of the north-coast is 300.

Quantity of fish, &c., caught by the inhabitants of the north-coast :

Cod,	33,060 quintals at	\$3 per quintal	.....	\$99,180
Herring,	2,235 barrels at	\$4 per barrel	.....	8,940
Mackerel	700 " at	\$10 " "	.....	7,000
Salmon,	1,200 " at	\$18 " "	.....	21,600
Trout,	200 " at	\$10 " "	.....	2,000
Cod fish oil,	300 " at	\$30 " "	.....	9,000
Seals,	5,730 each worth	\$6	.....	34,380
Peltry	.....		.....	4,000
				<hr/>
				\$186,100

I do not include in this statement the value of the furs which the Hudson's Bay Company purchase from the Indians of the different trading posts on that coast.

Those furs, consisting of Otter, Mink and Fox skins, are worth several thousand pounds.

STATEMENT showing the situation of the fishing stations on the South Shore of the River St. Lawrence, the number of Vessels employed, and the quantity and value of the fish taken, furnished by Mr. Michel Lespérance, owner of the fishing station at Grand Etang.

MONT LOUIS BAY.

Produce of 20 boats :

3000 quintals of cod,	worth	.....	\$9,000
20 barrels of mackerel	“	.....	240
100 “ of herring	“	.....	300
50 “ of halibut	“	.....	200
80 “ of cod fish oil,	worth	.....	2,112
			<hr/>
			\$11,852

MAGDALEN RIVER.

Produce of 10 boats :

1500 quintals of cod,	worth	.....	\$4,500
20 barrels of mackerel	"	.....	240
50 " of herring	"	.....	150
100 " of halibut	"	.....	400
25 " of salmon	"	.....	400
25 " of trout	"	.....	250
40 " of cod fish oil,	worth.....	.....	1,056
			<hr/>
			\$6,996

GRANDE VALLÉE.

Produce of 32 boats :

4800 quintals of cod, worth	\$14,400
200 barrels of herring "	600
80 " of mackerel "	960
100 " of halibut "	400
25 " of trout "	250
128 " of cod fish oil, worth	3,379.20
	<hr/>
	\$19,989.20

CHLORYDORMA.

Produce of 16 boats :

2400 quintals of cod, worth	\$7,200
20 barrels of mackerel "	240
80 " of herring "	240
30 " of halibut "	120
64 " of cod fish oil, worth	1,689.60
	<hr/>
	\$9,489.60

POINTE SÈCHE.

Produce of 12 boats :

1800 quintals of cod, worth	\$5400
20 barrels of mackerel, worth	240
60 do of herring, do	180
30 do of halibut, do	120
48 do of cod fish oil, do	1267 20
	<hr/>
	\$7207 20

GRAND ETANG.

Produce of 22 boats :

3300 quintals of cod, worth	\$9900
40 barrels of mackerel, worth	480
100 do of herring, do	300
25 do of halibut, do	100
25 do of trout, do	250
76 do of cod fish oil, do	2006 40
24 do of cod liver oil, worth	1584
	<hr/>
	\$14620 40

ANSE A VALEAU.

Produce of six boats :

1350 quintals of cod, worth	\$4050
20 barrels of mackerel, worth	240
50 do of herring, do	150
20 do of halibut, do	80
36 do of cod oil, do	950 40
	<hr/>
	\$5470 40

 PETIT CAP.

Produce of six boats :

900 quintals of cod, worth.....	\$2700
15 barrels of mackerel, worth.....	180
20 do of herring, do	60
30 do of halibut, do	120
24 do of cod oil, do	633 60
	<hr/>
	\$3963 60

LITTLE FOX RIVER.

Produce of ten boats :

1500 quintals of cod, worth.....	\$4500
40 barrels of mackerel, worth.....	480
86 do of herring, do	108
20 do of halibut, do	80
40 do of cod oil, do	1056
	<hr/>
	\$6224

GREAT FOX RIVER.

Produce of fifty boats :

7500 quintals of cod, worth.....	\$22500
70 casks of mackerel, worth.....	840
200 do of herring, do	600
40 do of halibut, do	160
200 do of cod oil, do	5280
	<hr/>
	\$29380

L'ANSE AUX GRIFFONS.

Produce of thirty boats :

4,500 quintals of cod, worth	\$13,500
70 do of mackerel, worth	840
100 do of herring, do	300
25 do of halibut, do	100
120 do of cod oil, do	3,168
	<hr/>
	\$17,908

ANSE A LA LOUISE.

Produce of ten boats :

1,500 quintals of cod, worth	\$4,500
30 barrels of mackerel, worth	360
20 do of herring, do	60
10 do of halibut, do	40
40 do of cod oil, do	1,056
	<hr/>
	\$6,016

CAP DES ROSIERS.

Produce of fifteen boats :

2,250 quintals of cod, worth	\$6,750
50 barrels of mackerel, worth	600
30 do of herring, do	90
15 do of halibut, do	69
60 do of cod oil, do	1,584
	<hr/>
	\$9,984

Total number of fishing boats	242
Total quantity of codfish quintals	37,300
do herring barrels	1,046
do mackerel do	495
do salmon do	25
do halibut do	495
do codfish oil do	700
do trout do	75

Total value..... \$148,830,40

I think it right to remark that I entertain the same opinion as Mr. L'Espérance and others who have visited the lower part of the River St. Lawrence : That if roads were opened between the different settlements, so as to enable the inhabitants to penetrate and settle in the interior of the country, we should shortly see the south shore of the river well settled, and the produce of the fisheries more than doubled.

TABLE shewing the value of the exports and imports, and amount of revenue at the three Canadian Ports in the Gulf of St. Lawrence.

Ports.	Year.	Exportation.	Importation.	Revenue.
GASPE..... }	1855	\$153092	\$59608	\$4540
	1856	176712	63836	4504
	1857	188208	82432	7236
NEW CARLISLE	1855	\$139032	\$114320	\$8704
	1856	145884	118232	10112
	1857	181416	117876	9480
AMHERST..... }	1855	\$61288	\$29600	\$1492
	1856	82952	34212	1368
	1857	140432	35236	1720

TABLE shewing the total value of exports at the Three Ports of Gaspé, New Carlisle and Amherst, for the years 1855, 1856 and 1857.

1855.	1856.	1857.
\$353412	\$405528	\$514056

FOR THE YEAR 1856.

TABLE shewing the quantity of fish exported from the Ports of Gaspé, New Carlisle and Amherst. (Magdalen Islands.)

DRIED FISH.						
Ports.	Quintals.	Value.	Exported to Great Britain.	To the N. American Colonies.	To the United States.	To Foreign Countries.
Gaspé.....	52643	\$143160	\$10032	\$12036	\$3648	\$109440
New Carlisle.....	47434	92576	6100	694	2504	83276
Amherst.....	13614	28480	.....	27680	800	.....
\$	113691	264216	16132	40410	6952	192716

FOR THE YEAR 1856.

TABLE shewing the quantity of fish exported from the ports of Gaspé, New Carlisle and Amherst. (Magdalen Islands.)—*Continued.*

FISH IN BARRELS.—(*Saumuré.*)

Ports.	Barrels.	Value.	Exported to Great Britain.	To the N. American Colonies.	To the United States.	To Foreign Countries.
Gaspé.....	560	\$ 4508	\$787	\$1289	\$ 2432	.....
New Carlisle.....	4684	12623	629	2421	10573	.....
Amherst.....	18190	42906	.....	34700	8206	.....
\$	23344	61037	1316	38410	21211	.....

FRESH FISH.

Port.	Value.	To the British North American Colonies.
New Carlisle.....	\$2433	2433

FISH OIL.

Ports.	Gallons.	Value.	Exported to Great Britain.	To the British North American Colonies.	To the United States.	To Foreign Countries.
Gaspé.....	5638	\$5100	.....	\$7786	\$5051	.....
New Carlisle.....	10901	6673	5886	.....	769	.....
Amherst	17242	7994	.....	.....	.....	.....
\$	33781	19767	5886	7786	5820	.....

To Pierre Fortin, Esquire, one of Her Majesty's Justices of the Peace for the district of Gaspé, and Commander of the Provincial Schooner "La Canadienne."

The humble petition of the undersigned, members of the Municipal Council of the township of Fox, and others,

HUMBLY REPRESENTS,

That a party of fanatics excited and authorised, as they declare, by John de St. Croix, Esquire, one of Her Majesty's Justices of the Peace, have threatened, and continue to threaten the said councillors, that in the event of their assembling to deliberate on public business, they will turn them out and beat them without mercy.

That fearing for their lives they are prevented from meeting for the discharge of their municipal duties.

That under such circumstances, the undersigned members of the said council, deemed it incumbent on them to depute their mayor to the chief town of the county, to solicit from the authorities aid and an armed force to enable them to hold their sessions without let or hindrance, but that their application was unsuccessful; and they were informed that the position of affairs at the said chief town was the same as their own, for want of a public force.

That your petitioners further beg to state that one of their officers was recently ill-treated, beaten, and kicked, by various persons inhabitants of Fox River, while in the discharge of his duties, and entrusted with assessment accounts.

That the said officer on applying to a magistrate, obtained a warrant for the apprehension of one of the delinquents, but the warrant could neither be served, nor the delinquent arrested and brought to justice; 30 or 40 men having assembled at his house, armed with guns, sticks, pikes, and other dangerous weapons, and with frightful yells, prevented his arrest.

That your petitioners are not only exposed to the grievous and continual insults of riotous persons, but are also in time of need, denied the protection of the tribunals, appointed guardians of the public peace, whose functions appear to have been in abeyance in this county for many years, through the neglect of the persons appointed to administer and enforce the laws.

That your petitioners, the said councillors, have been unable to assemble as a body, prior to the departure of their chairman, fearing they would be murdered.

That they have witnessed with much gratification and pleasure the arrival of "La Canadienne," the mere appearance of which has hitherto caused the law to be respected in every quarter she has visited, and they beg to solicit the assistance of an armed force, and your presence in your capacity of magistrate in order that the disturbers of the public peace may be brought to justice, and suitable means be adopted to ensure respect to the laws.

Fox River.

(Signed,)

G. Lavergne, Mayor,
F. L. Parant, Councillor,
Jacques Bond, "
Isaac Bond, "
Ed. English, "
Gilbert Samuel, "
N. Bernier, S. T. E.
Chs. Parant, Merchant,
D. Cloutier, Merchant's Clerk.

Witness,

JOHN CREGG, Sect. Treas.,
C. M. T. F.

 CORPORATION OF THE COUNTY OF BONAVENTURE.

At a general quarterly meeting of the municipal council of the County of Bonaventure, held in Her Majesty's Court House at New Carlisle in the said County, on Wednesday, 9th day of September, 1857, agreeably to the provisions of the Lower Canada Municipal and Road Act of 1857, at which meeting there were present,—

His Worship J. R. Hamilton, Chairman.

Messrs. McPherson,

McGee,

Ladge,

Fellar,

Landry, and

Cavanagh, mayors of different Townships in the said municipality, and forming a quorum of the said council, the following resolutions were unanimously adopted ;

Resolved, That this council feel themselves called upon to express their satisfaction, and that of the inhabitants, at having a government vessel to protect the fisheries on this coast, and on the north shore ; and this council has pleasure in perceiving that the government kept the dearest interest of this county in view in making choice, to put the fishery laws in force, of Pierre Fortin, Esquire, who possesses all the necessary qualifications for so important a post, and who to this day has performed his duty in a manner most satisfactory to the inhabitants of this coast, where fisheries abound.

Resolved, That His Worship the Chairman do transmit a copy of the preceding resolutions to Mr. Fortin.

Adopted unanimously.

(Signed,)

J. R. HAMILTON,

Chairman.

Office of the County Council,

New-York 9 sept. 1857.

L. S.

Witness J. G. LEBEL,

Secretary of County Council,

Bonaventure.

EXTRACT from a letter from John G. Fox, Esquire, collector of customs at the Magdalen Islands, addressed to P. Fortin, and dated 20th November, 1857.

I believe you are already acquainted with the number of vessels engaged in the seal fishery, and the quantity they take. Therefore, it is unnecessary for me to repeat it here. I will confine myself to telling you that the number exported (from the Province) is about 6,200. I may say that about 10,000 seal are taken at sea and on the ice along the shore.

The quantity of dried cod exported was about 12,000 quintals. Salt fish, herring and mackerel, 59,600 barrels ; fish oil 11,200 gallons.

You must not lose sight of the fact that this estimate does not include fish sent coastwise to Quebec and Montreal. The value of the fish, oil, and skins will reach \$160,000.

About 6,000 barrels of salt fish have been exported to the United States.

The number of arrivals up to the present date is 154—of departures 180—exclusive of coasting vessels.

(Signed,)

J. FOX,

Collector of Customs.

Port Amherst, Magdalen Islands.

FORMATION OF ARTIFICIAL OYSTER-BEDS ON THE CANADIAN COAST, IN THE LOWER ST. LAWRENCE, AND IN THE GULF.

We have no oyster-beds on our coast.

We are indebted to Caraquette, Bouctouche, and several other places on the coast of New Brunswick and of Prince Edward's Island for our supply of Gulf oysters, and to New York for our New York Bay oysters.

Oyster beds yield great profits to those who work them. From the earliest ages this fishery has been carried on, and where they did not exist naturally, they have been artificially introduced.

It is said that a Roman, named Sergius Orator, was the inventor of artificial oyster-beds, and Licinius Crassus was engaged in the cultivation of oyster-beds, not only for his own use, but for the sake of the great profits they yielded.

The English oysters are celebrated at the present time for their excellent flavour, as they were in the time of the Romans; and as the natural beds were not sufficient to supply the great cities, it became necessary to make artificial beds, which have succeeded very well nearly everywhere.

Near Colchester, artificial oyster beds are formed in the following manner. The spawn adhering to stones, wood, and oyster shells is removed, and thrown into creeks and streams of salt water, where the young are hatched, and in two or three years attain their full size.

Or, small oysters, the size of a sixpence, are caught and deposited in beds in a place accessible by the sea, where they are allowed to remain undisturbed until they reach maturity.

The cheapest and most simple method is that followed at New York Bay, where there have been formed, during several years past, considerable beds of oysters, the produce of which is sent to all parts of America; it is to collect the oysters a short time before they begin to spawn, and to transport them to the place where the artificial bed is to be formed.

It is necessary, as much as possible, to select a bottom similar to that from which the oysters have been removed, and to be careful that the place fixed upon shall be sheltered from the violence of external storms, so that the deposits so made may not be moved by the waves and cast on shore.

In the lower St. Lawrence and on our shores in the Gulf, we have numerous estuaries and openings of rivers where the water is salt, and a great many bays, creeks and places, offering every possible advantage for the formation of artificial oyster beds.

The sea which washes the Canadian coast contains in its bosom a great variety of the finest kinds of fish.

They are cod, of which there are several species,—mackerel, herring, halibut, &c., &c.

In our rivers, we have the king of fish, the salmon, and the trout.

The coast abounds in lobsters.

But we have no oysters.

I propose, then, to form artificial beds of oysters in favourable spots on our coast, as near to Quebec as possible, where our fishermen might go to provide themselves, without being under the necessity of going to the shores of other British Provinces, and at a cheaper rate than at present.

The following is the plan that I propose :—

To authorize the magistrate commanding "La Canadienne" to go and buy at Caraquette or elsewhere, fifty, one hundred or more barrels of oysters, before they begin to spawn, to take them on board the vessel and to go and deposit them at any place which he shall think most favorable.

And this might be done without disturbing in the least degree the performance of the service in which the government schooner is at present engaged.

For when it becomes necessary for the vessel to go to the Bay des Chaleurs, it is easy to stop at Caraquette, which is only about 20 miles from Paspébiac, and to take on board the necessary quantity of oysters to be transported to the Lower St. Lawrence or elsewhere without discontinuing its service of protecting the fisheries.

The sum of six hundred dollars would be more than sufficient to make the first experiments.

The chances of success are very good : for why should we not succeed in making artificial oyster beds, as they do in New York Bay, on the South East coast of the United States, in England, and every where else.

The oysters, as I have already said, are three years in attaining their full size. It is probable that they do not spawn before that age.

But from the time of their attaining maturity they propagate to a prodigious extent.

However if they should be disturbed, and if they were to be taken before the beds were well stocked, it is probable that they would be destroyed before the fishermen had obtained any very great profits from them ; for which reason I think it would be necessary to pass a law, forbidding every one under a very heavy penalty, to fish for oysters or to disturb them in any way, or to do any thing which might injure the increase of the beds, during three years or more, until the oysters were numerous enough in the beds to permit their removal without fear of seeing them diminish.

I hope the government will take this project into their serious consideration, and that I shall be authorised to make the experiment which I suggest.

If I succeed, I shall have added a source of wealth to those we already possess on the coasts of the River and Gulf of St. Lawrence ; if my attempts are unproductive, at least they will not have cost the public chest much.

P. FORTIN.

PLAN FOR A SCHOOL OF NAVIGATION ON BOARD " LA CANADIENNE. "

There are in Canada very few sea-going captains who are fit to take charge of a vessel bound for Europe, the East Indies, Australia, or even the West India islands.

According to the information I have been able to procure, there are not in the whole district of Quebec, more than eight or ten sea captains able to navigate a vessel to the ports of the United Kingdom, the United States, and the West Indies so that Quebec ship builders are almost always compelled to send at a great expense for English mariners to take their vessels to Liverpool and to other ports to be sold.

The captains of Canadian vessels are, with very few exceptions merely coasting pilots.

When they wish to make a voyage beyond St. John's, Newfoundland, Halifax, or St. John's, New Brunswick, they are compelled to engage qualified mariners at foreign ports, to navigate their vessels.

It is my opinion, that the want of instructed mariners in Canada is the principal cause why the Canadian navigation of Canadian vessels is confined to voyages between Montreal and Quebec, to a few ports of the lower provinces, to the United States and the West Indies.

The transportation of the produce of the Canadian fisheries in the Gulf of St. Lawrence, to the European and South American markets is carried on almost entirely by vessels belonging to shippers in the Island of Jersey.

The produce of the West Indies consumed in Canada, is brought to us during the summer, principally in vessels from Nova Scotia ; and, during the winter it is taken in United States vessels to Portland and other ports, whence it is brought to us by rail, whilst we often have a number of schooners and brigantines, which lie idle for whole months, because the marines who command them cannot navigate their vessels beyond the ports of the British Provinces already mentioned, for want of the necessary knowledge of the science of navigation.

If we had in Canada a number of well taught sea captains capable of undertaking all sorts of sea voyages, why, since we build vessels cheaper than anywhere else, and since hundreds of young men from this country, who are induced by their natural taste to become sailors, go and engage themselves, for want of employment here, on board United States vessels fishing in the Gulf of St. Lawrence or which make voyages on the lakes or along the shores of the United States,—why should we not send vessels into all parts of the world, to the whale fishery, or to take to market a portion of the produce of our forests, but especially of our fisheries, the value of which exceeds the sum of six hundred thousand dollars, and which forms the lading of nearly a hundred vessels, and bring back from the West Indies in our own vessels the produce which we require in exchange for our salted and dried fish, our salted provisions, our wood, etc., etc.?

But how shall we give our sailors the necessary instruction in the science of navigation?

By establishing on board some vessel a school of navigation, where the theory and practice of the mariner's art will be taught at the same time.

And the Government Schooner "La Canadienne," the dimensions of which are about the same as those of a war schooner, which generally carries from 40 to 50 hands, might serve as a school vessel, until the number of pupils had increased so as to render it necessary to employ a larger vessel.

To perform the service of protecting the fisheries and the public revenue in the Gulf of St. Lawrence it is necessary to have on board "La Canadienne," a crew including the officers, of twenty-five men.

Well then, let us have on board a master capable of teaching the theory and practice of navigation, and a boatswain to show all the manœuvres and work necessary to be performed on ship board, and we may make up this crew in great measure of young men, who have become pupils on board the schooner.

And as these pupils would not be entitled for their services on board, to so high a rate of remuneration as is usually given to sailors a diminution of expense would follow, which to a certain extent, would counterbalance the increased expenditure, necessary to put this school on a good footing

I need not add that Government has already in its possession all the necessary nautical instruments.

The pupils should engage to serve for at least one season, under penalty of losing all right to their wages.

We might also, in order to induce the pupils to follow the whole course of instruction, which would last at least three years, keep back a portion of the wages ; and this might be returned to them on their obtaining their diploma of sea-captain, in the shape of a prize or bonus, consisting of nautical instruments, marine charts, books of navigation, etc., etc.

The magistrate commanding the Government Schooner, whose duties in the Gulf always leave him some hours to spare every day, might translate into English or French the lessons in navigation, and might also teach the pupils the necessary amount of arithmetic, trigonometry, astronomy, geography, etc., etc.

I think I may venture to say that if a School of Navigation were to be established, in which the young men of this country might, while earning enough

to support themselves during the course of study, learn the theory and practice of the science of navigation, a great number of our most active young men would present themselves for admission, who having once become sea-captains, might take our ships to all ports where good profits may be made, or become ship owners themselves, and might on their own account carry the produce of our forests and our fisheries to foreign markets.

P. FORTIN.

Extract from the Log kept on Board the Government Schooner "La Canadienne," during the season of 1857.

May 7. Left Quebec.

- " 11. Anchored at Malbaie and at Percé. Left Percé.
- " 14. Anchored at House Harbor, and at Amherst Harbour.
- " 21. Left for the Bay of Chaleurs.
- " 22. Arrived at Paspébiac.
- " 23. Left Paspébiac.
- " 24. Anchored in Carleton Road. Left Carleton.
- " 25. Anchored at Paspébiac.
- " 28. Left Paspébiac in a shallop
- " 29. At Port Daniel.
- " 30. At Cape Cove and at Percé.
- " 31. At Gaspé Basin.

June 1. At Griffin's Cove and at Fox River.

- " 2. At Griffin's Cove and at Gaspé Basin.
- " 3. At Grande Grève.
- " 4. At Point St. Peters and at Percé.
- " 5. Left Percé in the morning and arrived at Paspébiac at night.
- " 7. Left Paspébiac.
- " 9. Arrived at the Magdalen Islands.
- " 14. Left for House Harbor.
- " 15. Anchored at Amherst Harbour.
- " 17. Landed at Grosse Isle.
- " 18. Visited Bryon Island.
- " 19. Landed at Grosse Isle aux Oiseaux.
- " 20. Anchored at Amherst Harbour.
- " 21. Off Magdalen Islands.
- " 22. Left Amherst Harbour for Labrador.
- " 23. Off Magdalen Point and Islands.
- " 24. Anchored at Anse aux Blancs Sablons.
- " 27. Anchored at Bradore Bay.
- " 28, 29, 30. In Bradore Bay.

July, 1, 2, 3, 4. In Bradore Bay.

- " 5. Left Bradore Bay.
- " 7. Anchored at Kegasca.
- " 8. Landed at Natashquan.
- " 9. Anchored at Mingan.
- " 13. Left Mingan for St. John River.

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- July, 15. Landed at Grand Etang.
 " 16. Visited Fox River and Griffin's Cove.
 " 17. Anchored in Gaspé Bay.
 " 20. Left Gaspé Bay, landed at Point St. Peters, and anchored at Percé.
 " 21. Left Percé.
 " 22. Anchored in Carleton Road in the morning and at the Mission at 4 p. m.
 " 26. Left the Mission.
 " 27. Anchored in Carleton Road in the morning and at Paspébiac at night.
 " 28. Left Paspébiac.
 " 28. Anchored at Percé ; left for the Magdalen Islands.
 " 30. Anchored in Plaisance Bay.
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- Aug. 1. Left for the Etang du Nord.
 " 2. Left Etang du Nord and landed at the Basin.
 " 4. At Amherst Harbour, left for House Harbor.
 " 5. Left the Magdalen Islands, passed by the East point.
 " 7. Anchored in Percé Harbour.
 " 8. Left for the Lower St. Lawrence, landed at Griffin's Cove and at Fox River.
 " 9. At anchor in Griffin's Cove on account of bad weather.
 " 10. Left Griffin's Cove, landed at Grand Etang.
 " 11. Visited the establishments at Grande Vallée and Magdalen River.
 " 13. Landed at Mont Louis.
 " 15. Anchored at 7 h. 30 m. a. m., in the Harbour of Ste. Anne des Monts, left at noon and anchored at 7 p. m., at the Bay of Seven Islands.
 " 18. Left the Bay of Seven Islands, landed at Moisie River.
 " 19. Visited the fishing establishments at Sheldrake River, Thunder River and Magpie Bay.
 " 20. Landed at Griffin's Cove.
 " 21. Landed at Cape Rosier.
 " 22. Arrived at Gaspé Basin.
 " 24. Left Gaspé Basin.
 " 25. Anchored at Percé at 6 a. m., left at 11 a. m., for the Magdalen Islands.
 " 26. Anchored in Plaisance Bay at 10 a. m.
 " 29. Left the Magdalen Islands.
 " 31. Anchored in Paspébiac Harbour in the morning.
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- Sept. 1. Visited New Carlisle.
 " 3. Left Paspébiac, anchored at New Carlisle.
 " 4. Left New Carlisle, anchored at Bonaventure and arrived at Carleton at night.
 " 5. Landed at Carleton and visited Dalhousie.
 " 6. Left Carleton at 2 h. 30 m. a. m., anchored in the Grande Rivière at noon, and at Percé at 6 p. m.
 " 7. Left Percé at 11 a. m., for Labrador, doubled the East point of the Island of Anticosti at midnight.
 " 9. Anchored at 3 h. p. m. in l'Anse aux Blancs Sablons.
 " 11. Anchored in Bradore Bay.

Sept. 14. Left Bradore Bay.

- " 15. Landed at the Whale's Head Island.
- " 17. Passed near the Bird Islands.
- " 18. Anchored at Amherst Harbor, visited House Harbour.
- " 20. Anchored in Amherst Harbour.
- " 21. Left the Magdalen Islands.
- " 23. Anchored at 8 a. m. in Carleton Roads.
- " 25. Left Carleton, anchored at Pointe Lacarde.
- " 26. Visited Cross Point and the mission, weighed anchor in the afternoon and in the evening put into Dalhousie.
- " 27. Left Dalhousie and anchored at Carleton at 3. a. m. left Carleton and anchored at Paspébiac.
- " 29. Left New Richmond, anchored at Paspébiac at 9. a. m; visited New Carlisle.
- " 30. Left Paspébiac at 5 a. m., anchored at Port Daniel at 9. a. m; visited the establishments at Grande Rivière at 5. p. m.

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Oct. 1. Anchored in the roadstead at Percé at 7. a. m; visited Cape Cove in the afternoon, returned to Percé in the evening.

- " 2. Left Percé at 11 a. m. visited Point St. Pierre; anchored in Gaspé Basin at night.
- " 5. Left Gaspé Basin.
- " 6. Visited Griffin's Cove and Fox River.
- " 8. Landed at Grand Etang and visited the fishery establishments at Chlorydorma.
- " 10. Anchored at 4. p. m. at River Magdalen.
- " 11. Obligated to weigh anchor by stress of weather.
- " 12. Landed at Point St. Pierre, visited the establishments at Malbaie and anchored at Percé in the afternoon.
- " 13. Visited the fishery establishments at Bonaventure Island.
- " 14. Left Percé for the Magdalen Islands.
- " 16. Anchored in the afternoon in Amherst Harbour.
- " 19. Visited the fishery establishments at House Harbour.
- " 20. Left Amherst Harbour, passed the East Point of the Magdalen Islands.
- " 24. Anchored at 8. a. m. in Paspébiac Roads.
Detained here by heavy gales from the east till 1st November,
Visited the fishery establishments.

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Nov. 1. Left Paspébiac in the afternoon.

- " 2. Anchored at Percé in the morning; left in the afternoon.
- " 3. Landed at Point St. Pierre.
- " 4. Anchored in Gaspé Basin, left in the afternoon at 3. p. m., doubled Cape Gaspé.
- " 5. Landed in the morning at the light house on the south west point of the Island of Anticosti, steered for Quebec in the afternoon.
- " 7. Passed abreast of the light house at Pointe des Monts at 1. p. m.
- " 8. Anchored in the roadstead at Quebec at 5. p. m.

(Signed,)

P. FORTIN.

MAN. 29/31